REPORT
OF THE
BOMBAY CHAMBER
OF COMMERCE.
13.

Report

OF THE

Bombay [illegible]mber of Commerce

FOR [illegible]E YEAR 1913.

(Establish[illegible] 2nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 25TH FEBRUARY 1914.

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Bombay.
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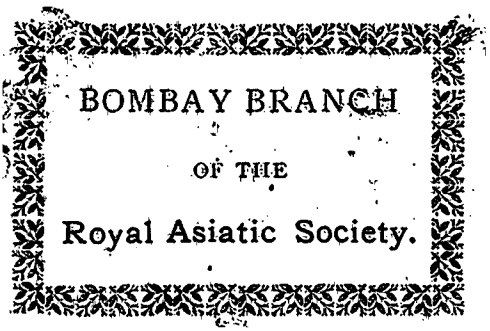
1914.



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Bombay Chamber of Commerce

FOR THE YEAR 1913.

(Established 22nd September 1836.)

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Bombay.
PRINTED AT THE TIMES PRESS.

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Members.

Messrs. ALLEN BROS. & Co., LD.
" BARRACLOUGH (L. & F.) & Co.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co., LD.
" BLASCHECK (A.) & Co.
" BOGGIANO (C.) & Co.
" BRADY (W. H.) & Co., LD.
" BREUL & Co.
" BRUNNER MOND & Co., LD.
" BUME & REIF.
" CALLENDERS CABLE AND CONSTRUCTION Co., LD.
" CHUGONDAS & Co.
" COOK (THOMAS) & Son.
" COX & Co.
" CRAIGIE, BLUNT AND CAROE.
" CRAWFORD, BROWN & Co.
" CROFT, MODY & Co.
" DAVID (SASSOON J.) & Co.
" DICKINSON (JOHN) & Co., LD.
" DUXBURY (J.) & Co., LD.
" EWART, LATHAM & Co. [LD.
" FARBENFABRIKEN BAYER & Co.,
" FERGUSON (A. F.) & Co.
" FINDAY (JAMES) & Co., LD.
" FLEMING, SHAW & Co.
" FORBES, FORBES, CAMPBELL & Co., LD.
" FRAMJEE, SONS & Co.
" GADDUM & Co., LD.
" GANNON (HENRY) & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" GRINDLAY & Co.
" GUTMANN & Co.
" GYSI & KLEINJUNG, LD.
" HEGERLE SULZER & Co.
" HOLLAND & MOSS, LD.
" KAHN & KAHN.
" KIDDLE, REEVE & Co.
" KILLICK, NIXON & Co.
" KING, KING & Co.
" LATHAM, ABERCROMBIE & Co.

Messrs. LITTLE & Co.
" LLOYD (B. S.) & Co.
" LOUIS DREYFUS & Co.
" LYON, LORD & Co., LD.
" MACBETH BROS. & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" MACKINTOSH (JAMES) & Co.
" MARSHALL, SONS & Co., LD.
" MARSLAND, PRICE & Co., LD.
" MEISTER LUCIUS & BRÜNING, LD.
" MILLARS' TIMBER & TRADING Co., LD.
" MOOLJEE JAITHA & Co.
" NARANDAS RAJARAM & Co.
" OWEN & OKELL.
" PARKE, DAVIS & Co.
" PETIT (D. M.), SONS & Co.
" PHIPSON & Co.
" PREMCHAND ROYCHAND & SONS.
" PRIER DE SAONE & Co.
" RALLI BROTHERS.
" RICHARDSON & CRUDDAS.
" RUTHNSEY, DENSO & Co.
" SAMUEL FITZE & Co., LD.
" SANDAY & Co.
" SASSOON (D.) & Co., LD.
" SASSOON (E. D.) & Co.
" SCHRODER SMIDT & Co., LD.
" SHAW WALLACE & Co.
" SPINNER (E.) & Co.
" STEFFENS & NOLLE, LD. (Bombay Agency).
" STRINERS, LD.
" STRANDES (A.) & Co.
" TATA, SONS & Co.
" TURNER, MORRISON & Co., LD.
" VOLKART BROTHERS.
" WALLACE & Co.
" WELD & Co.
" WORMAN & Co.
MR. AHMEDBHOY HABIBBHOY
" JOHN FACHIRI.
" A. DURST.
THE ALLIANCE BANK OF SIMLA, LD.

Members—contd.

THE ASIATIC PETROLEUM CO., LD.
THE AUSTRIAN EXPORT & IMPORT CO., LD.
THE AUSTRIAN LLOYD S. N. COMPANY.
THE BADISCHE CO., LD.
THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY COMPANY.
THE BOMBAY COMPANY, LD.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY GAS CO., LD.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE BRITISH DOMINIONS GENERAL INSURANCE COMPANY, LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE EASTERN BANK, LD.
THE G. I. P. RAILWAY.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE INTERNATIONAL BANKING CORPORATION.
THE JAPAN COTTON TRADING CO., LD.
THE MADRAS AND SOUTHERN MAHRATTA RY. CO., LD.
THE MARITTIMA ITALIANA STEAM NAVIGATION COY.
THE MITSUI BUSSAN KAISHA, LD.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE NEW MOFUSSIL CO., LD.
THE NEW ZEALAND INSURANCE CO., LD.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUSSO-ASIATIC BANK.
THE REUTER'S TELEGRAM CO., LD.
THE SIZING MATERIALS CO., LD.
THE SOUTH BRITISH INSURANCE CO., LD.
THE STANDARD OIL COMPANY OF NEW YORK.
THE UNITED STATES STEEL PRODUCTS CO.,
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.

COMMITTEE FOR 1914.—

THE HON'BLE MR. MARSHALL REID, C.I.E., *Chairman.*
THE HON'BLE MR. T. W. BIRKETT, *Dy. Chairman.*
THE HON'BLE MR. W. L. GRAHAM.
A. CAMERON, ESQ.
E. MCELWRICK, ESQ.
J. N. METAXA, ESQ.
A. SCOTT SMITH, ESQ.
L. VOLKART, ESQ.
R. WOOLLCOMBE, ESQ.

RETIRING COMMITTEE.—

THE HON'BLE SIR CHAS. ARMSTRONG, KT., *Chairman.*
THE HON'BLE MR. W. L. GRAHAM, *Dy. Chairman*
A. H. FROOM, ESQ.
MAJOR H. A. L. HEPPER, R.E.
D. M. INGLIS, ESQ.
RALPH KIDD, ESQ.
W. H. OGSTON, ESQ.
H. TESSMANN, ESQ.
G. E. XYDIS, ESQ.

R. E. GREGOR-PEARSE, ESQ., SECRETARY.
NOEL WILKINSON, ESQ., B. A., ASST. SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor General of India
THE HON'BLE MR. MARSHALL REID, C.I.E.

Legislative Council of H. E. the Governor of Bombay.
THE HON'BLE MR. T. W. BIRKETT.

Bombay Port Trust Board.
THE HON'BLE MR. MARSHALL REID, C.I.E.
THE HON'BLE MR T. W. BIRKETT.
THE HON'BLE MR. W. L. GRAHAM.
A. H. FROOM, ESQ.
J. N. METAXA, ESQ.

Bombay Improvement Trust.
MAJOR H. A. L. HEPPER, R.E.

Bombay Municipal Corporation.
J. S. WARDLAW MILNE, ESQ.
D. M. INGLIS, ESQ.

College of Commerce Advisory Board.
W. A. HAIG BROWN, ESQ.
J. S. WARDLAW MILNE, ESQ.

Bombay Smoke Nuisances Commission.
THE HON'BLE MR. T. W. BIRKETT.

St. George's Hospital Advisory Committee.
DR. STANLEY REED, LL.D.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	J. Foggo	1867-68
M. T. Brownrigg	1837-38	Hamilton Maxwell	1868-69
H. G. Gordon	1838-39	H. E. Astley, D. Graham	1869-70
J. Skinner	1839-40	A. D. Grant	1870-71
T. R. Richmond	1840-41	W. G. Hall	1871-72
C. B. Skinner	1841-42	J. K. Bythell	1872-73
S. D. Murray	1842-43	H. E. Bright, E. Lord	1873-74
J. Wright, E. Lyon	1843-44	D. Watson	1874-75
T. Cardwell	1844-45	J. A. Forbes	1875-76
J. Smith	1845-46	G. F. Henry, Donald Graham	1876-77
W. Graham	1846-47	Walter Lang	1877-78
John Parsons	1847-48	M. Mowat	1878-79
A. G. Latham	1848-49	C. Macdonald	1879-80
Robert Strong	1849-50	J. N. Graham	1880-81
W. S. Grey	1850-51	E. Comber, W. M. Macaulay	1881-82
John Parsons	1851-52	James Thorburn	1882-83
A. H. Campbell	1852-53	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
H. B. Gilmour	1853-54	A. F. Beaufort	1890*
James Graham	1854-55	L.R.W. Forrest,	1890*, 1891, 1892*
W. F. Hunter	1855-56	J. L. Symons	1892*
A. T. Binny, H. B. Gilmour	1856-57	R. S. Campbell	1893*
John Fleming	1857-58	W.R. Macdonell,	1893*, 1894, 1895
Robert Ryrie	1858-59	A. F. Beaufort	1896
H. D. Cartwright, Henry Scott	1859-60	A. Abercrombie	1897
Andrew Grant, George Hamilton, George Lord	1860-61	R. H. Macaulay	1898
James N. Fleming, Michael H. Scott	1861-62	A. Abercrombie	1899
Robert Hannay, Alexander Brown	1862-63	William Greaves,	1900, 1901, 1902*
Andrew Grant	1863-64	J. M. Dick	1902*, 1903
A. C. Gumpert, Alexander Stewart	1864-65	C. H. Armstrong	1904, 1905
A. J. Hunter	1865-66	H. E. E. Procter	1906
W. Christian, A. J. Hunter, Alexander Brown	1866-67	C. H. Armstrong	1907
		Sir Henry Procter, Kt.	1908
		C. H. Armstrong	1909
		R. G. Monteath	1910
		C. H. Armstrong.	1911, 1912
		Sir Chas. Armstrong, Kt.	1913
		Marshall F. Reid, C. I. E.	1914

(* Part year.)

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Nöel-Paton	1898-1905
J. A. Crowe (Acting)	1858-59	J. B. Leslie-Rogers	1905-1911

R. E. Gregor-Pearse, Appointed 1912.

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

THE Annual General Meeting of the Members of the Bombay Chamber of Commerce was held at the office of the Chamber, Graham's Buildings, on Wednesday, 25th February 1914, at 3-15 p.m. (Standard Time) to transact the following business :—

(1) To receive the report of the outgoing Committee for the year 1913;

(2) To confirm the nomination of the members of the new Committee made in accordance with Section 11 of Rule VII;

(3) To confirm the addition of the item "Machine-pressed Oil-cake in pieces" to the Chamber's Tonnage Schedule;

(4) To appoint Auditors of the Chamber's Accounts for the year 1914;

(5) To appoint two Trustees of the Chamber's Provident Fund for the current year:

and to transact any other business that may be brought forward.

The Hon'ble Sir Charles Armstrong, Kt., Chairman of the Chamber, presided.

There were also present:—

The Hon'ble Mr. W. L. Graham (Deputy Chairman), Mr. A. H. Froom, Mr. D. M. Inglis, Mr. Ralph Kidd, Mr. W. H. Ogston, Mr. H. Tessmann and Mr. G. E. Xydis (Members of the Committee).

The Hon'ble Mr. F. L. Sprott, Chairman, Bombay Port Trust; Mr. R. F. L. Whitty, I.C.S., Collector of Customs; and Mr. C. R. Watkins, I.C.S., Assistant Collector of Customs.

Mr. E. Prophet of Messrs. Allen Bros. & Co., Ld.; Mr. C. F. Brandenburg of Messrs. Breul & Co.; Mr. J. Liebel of Messrs. Bume & Reif; Mr. A. F. Sells of Messrs. Cox & Co.; Mr. W. M. Ross of Messrs. Ewart, Latham & Co.; Mr. H. Ruggeberg of Messrs. Farbenfabriken Bayer & Co., Ld.; Mr. B. Brown of Messrs. James Finlay & Co., Ld.; Mr. M. N. Hogg of Messrs. Forbes, Forbes, Campbell & Co., Ld.; Mr. R. S. Gaddum of Messrs. Gaddum & Co., Ld.; Mr. Henry Gannon of Messrs. Henry Gannon & Co.; Mr. A. K. Graham and Mr. R. D. England of Messrs. W. and A. Graham & Co.; Mr. N. G. Hunt of Messrs. Greaves Cotton & Co.; Mr. Otto Gutmann of Messrs. Gutmann & Co.; Mr. H. Holmes of Messrs. Gysi and Kleinjung, Ld.; Mr. Max Frei of Messrs. Hegerle Sulzer & Co.; Mr. W. L. Lengacher of Messrs. Kahn & Kahn; Sir Henry Procter, Kt. and Mr. T. W. Birkett of Messrs. Killick Nixon & Co.; Mr. W. D. Hall of Messrs. Latham Abercrombie & Co.; Mr. H. E. Stanton of Messrs. B. S. Lloyd & Co.; Mr. E. Hoffmeister of Messrs. Louis Dreyfus & Co.; Mr. J. A. Lord and Mr. G. H. Bowman of Messrs. Lyon, Lord & Co., Ld.; Mr. Newman Taylor of Messrs. Macbeth Bros. & Co.; Mr. Jas. W. Brown of Messrs. C. Macdonald & Co.; Mr. A. Cameron of Messrs. Mackinnon, Mackenzie & Co.; Mr. F. Portlock of Messrs. James Mackintosh & Co.; Mr. Purshotamdas Thakurdas of Messrs. Narandas Rajaram & Co.; Mr. Maniklal Premchand of Messrs. Premchand Roychand & Sons; Mr. C. H. Roberts of Messrs. Prier de Saone & Co.; Mr. J. N. Metaxa of Messrs. Ralli Bros.; Mr. Meyer Nissim of Messrs. David Sassoon & Co., Ld.; Mr. O. Roetting of Messrs. Schroder Smidt & Co., Ld.; Mr. E. Comber of Messrs. Shaw Wallace & Co.; Mr. S. Hanhart of Messrs. E. Spinner & Co.; Mr. T. Sharples of Messrs. Steiners, Ld.; Mr. L. Volkart and Mr. J. Muller of Messrs. Volkart Bros.; Mr. S. de Leeuw of Messrs. Worman & Co.; Mr Marshall F. Reid, C.I.E., of the Bombay Co., Ld.; Mr. N. N. Wadia and Mr. A. Geddis of the Bombay Dyeing and Manufacturing Co., Ld.; Mr. A. R. Burch and Mr. W. T. Lane of the Bombay Gas Co., Ld.; Mr. J. Van Rykom of the Holland-Bombay Trading Co., Ld.; Mr. S. Nakashima of the Mitsui Bussan Kaisha, Ld.; Mr. Thomas D. Moore and Mr. D. Morris of the New Mofussil Co., Ld.; Mr. F. P. Wiggin of the United States Steel Products Co.;

Mr. W. Denso of the Austrian Lloyd's S. N. Co.; Mr. R. Aitken of the Bank of Bombay; Mr. J. Greig of the Chartered Bank of India, Australia and China; Mr. A. M. Tod of the British Dominions General Insurance Co., Ld.; Mr. H. T. Gorrie of the South British Insurance Co., Ld.; Mr. C. Bossi of Messrs. C. Boggiano & Co.; Mr. R. E. Gregor-Pearse, Secretary, and Mr. Noel Wilkinson, Assistant Secretary of the Chamber.

Surplus Cash Balances.

The notice convening the meeting having been read **the Hon'ble Sir Charles Armstrong**, in opening the proceedings said :—

Gentlemen,—I rise to propose the adoption of the Report of your Committee for the past year. It has been in your hands for some days and I hope it has been found interesting. It deals at some length with a number of very important subjects and to some of them I will refer briefly later on. It also touches on other matters, amongst them being the Address presented by the Chamber to our new Governor on his arrival in April last. We gave His Excellency a very warm and cordial welcome which has been fully justified and I think we are very fortunate in having secured Lord Willingdon as Governor of this Presidency for a term of five years.

It also refers to visits during the year by Members of the Executive Council of the Government of India. Sir William Meyer, the Finance Member, paid us a visit in August, and we discussed with him the question of the utilization for business purposes of the surplus cash balances. A full report of our interview was published at the time so I need not refer to it in detail, but as a result of our meeting a notification was issued from Simla in November to the effect that in order to prevent undue stringency in the money market, the Government of India will be prepared in future so far as their balances permit to make temporary loans to the Presidency Banks at 1 per cent. less than the Bank rate. This concession is valuable in that it shows that the Government of India now recognize that to some extent the surplus cash balances should be made available for trade purposes,

but I fear the terms offered will not be availed of unless in a time of very great stringency. What is really wanted is an arrangement which would permit of these funds being utilized so as to prevent undue stringency arising, and I hope and believe that this matter will be dealt with in the Report of the Currency Commission which will shortly be issued.

The Hon'ble Mr. W. H. Clark visited us twice and we discussed with him on the first occasion an amendment to the new Indian Companies Act with reference to the management of Joint Stock Companies. We were not enamoured of the proposals he put forward, and after a long discussion we suggested several alterations, amongst them the extension of that ineffective Clause 83 (*c*) with reference to the constitution of a Board of Directors which I am glad to see from a report in this morning's papers has been omitted by the Select Committee of the Imperial Legislative Council.

On his second visit we discussed questions of Banking Legislation and the New Mail Contract, to both of which I will refer later on.

Sir T. R. Wynne, the President of the Railway Board, visited the Chamber on July 31st to discuss with us certain questions with reference to improved railway communication in Rajputana. Sir T. R. Wynne dealt with the matter with his usual ability, but feel bound to say that your Committee are under the impression that underlying the plans then put forward there are schemes for broad-gauge connections into Central India which will be detrimental to the interests of Bombay trade and this is a matter which I commend to the very close attention of the incoming Committee. The schemes referred to are no doubt in connection with the new Capital in Delhi. We appreciate their importance and are not antagonistic, but if they affect the trade interests of this City we must claim some equivalent in return.

The New Capital.

As regards the new Capital I regret to note that in some quarters the agitation against it still continues. I do not disagree

with those who say that a very lavish expenditure is to be deprecated and that such expenditure as is necessary should not fall too heavily on current revenues to the detriment of public works, but what I should like to see frankly recogniezd by those who protest is the fact that a very large part of India has realised for a long time that as the country is developing rapidly it is very much better for all concerned that the Government of India should be in a central and independent situation, and if this be so it is of course necessary that proper accommodation should be provided wherever that centre may be. I feel sure we can trust His Excellency the Viceroy and Sir William Meyer—the Finance Member—to see that there is no unduly extravagant expenditure on the works now about to be undertaken, though at the same time no one, I imagine, will suggest that they should be carried out in a style unworthy of the dignity of this great Empire.

As regards the Meetings of the Imperial Legislative Council to which reference may also be made elsewhere I think there might be some improvement and my suggestion would be a more or less continuous session in Simla in September at which at any rate all commercial and financial Bills should be discussed leaving the Delhi Session for other Bills, special resolutions and the Budget. For commercial men the early months of the year are a very busy time and September would be a much more convenient month for them to attend to legislative business.

A Retrospect.

And now Gentlemen, before I proceed further I would like to go back a few years to the time when I first became connected with this Committee to show how the trade of Bombay has increased during the 17 years I have been interested in the work of the Chamber. Imports of merchandise have more than doubled and exports are also very nearly twice as much as they were 17 years ago. In 1897 we exported 860,000 bales of cotton and last year very nearly two millions. Our importations of cotton piece-goods have also nearly doubled notwithstanding the competition of local Mills. All this seems to show that Indian trade is steadily if not rapidly progressing and this being so it is very necessary that in all our arrangements for the handling of traffic we should look well

ahead so that our railways and docks may be in a position to grapple satisfactorily with an increasing trade. As regards local Mills, we had 173 in 1897 and we now have 272. Many of these, fortunately for themselves, are engaged on cloth production, for our exports of yarn to China have fallen from 4,61,000 to 4,05,000 bales and with Japanese competition the prospects for this trade are not particularly bright. The first year I joined the Committee we pressed on Government the necessity of the Nagda-Muttra Railway, but it was years before our need was recognized and the line commenced. Now we are pressing for the very necessary and obvious extension from Muttra to Aligarh and I can only hope that before he leaves India, Sir T. R. Wynne—in a fit of generosity if you like—will sanction this linking up of three main systems for the benefit of through traffic seeking Bombay as an outlet and so enable us to regard him as one of our benefactors.

The New Dock.

The completion of the Alexandra Dock is a matter of very great importance to Bombay and I heartily congratulate the Hon'ble Mr. Sprott and Mr. Messent on the successful termination of their labours. The Dock as you will have seen is to be opened by His Excellency the Viceroy on 21st March and from the beginning of the Trust's next financial year on 1st April the new Dock will be earning revenue. This great work, which covers an area of just under 50 acres or about the same as the Prince's and Victoria Docks taken together, was started just after the Monsoon of 1904 and so has taken very nearly ten years to complete. It will provide 17 berths inside and 8 berths along the harbour wall, but these latter will not be all available just at present. This much needed extension of dock accommodation and the Mazagon-Sewri Reclamation have not been made, however, without a great expenditure. Before the Alexandra Dock was commenced the capital debt of the Trust was 6 crores of rupees and now, or at any rate at the end of this year, it will be over 14¼ crores, and the full interest on this large sum will fall on revenue for the financial year beginning on the 1st April next. This increase of interest charges is of course a very heavy item, but I have every reason to hope that the additional amount after a few years will be fully met without any increase in

trade charges during the interval. I think myself it would be very unwise at this stage of the proceedings to increase the cost of either the import or the export trades. To provide for a temporary deficit the Port Trust has accumulated a Reserve of 104 lacs which ought to be more than ample. The annual normal increase in Dock revenue is 1·69 lacs and on this basis an estimate for a number of years was worked out about two years ago. For this year, however, the increase of Dock revenue as against 1912-13 will probably be about 7 lacs of rupees, and if we only have good monsoon I see no reason why our trade should not continue to progress very rapidly. I feel sure of this also that there is a good deal of trade which ought to have been coming to Bombay but has lately been going elsewhere which to a large extent in future will come to Bombay as its natural outlet, and if so or even in any case I look forward to the future with great confidence.

It is of course very necessary for our trade that our Railway connections should be in every way satisfactory and I feel sure that under Major Hepper's able guidance the G. I. P. Railway will very shortly be able to deal satisfactorily with a large and increasing trade. I believe I am correct in saying that at the present time Major Hepper is well ahead of his programme and that the difficulty is the provision of the additional funds he requires, which is unfortunate, for the sooner this line is properly equipped the better for us all. As regards better arrangements for the landing of coal to which reference has been made more than once at our Annual Meetings I may say that various schemes have been discussed during the year but it has not yet been found possible to deal satisfactorily with this important question. I think, however, that something is likely to be done shortly.

The Swadeshi Bank Failures.

Although our trade lately has been booming we have nevertheless from a financial point of view been passing through very difficult times owing to the failure of several Swadeshi Banks. Only a few years ago at our Annual Meeting I uttered a note of warning, with reference to the number of new Banks then springing into existence and my friend the Editor of *Capital* has never ceased to remind me of this ; I was inclined to think two years

ago that perhaps I had made a mistake when I saw the apparently good reports that were being issued and the satisfactory dividends that were being paid by many of the new concerns, but what a revelation there has been lately. First one Swadeshi Bank and then another has been compelled to close its doors owing to reckless and in some cases fraudulent management. The recent proceedings in the High Courts have indeed been a sorry spectacle ; Directors throwing the blame upon Managers, Managers blaming Directors, and the Auditors following blindly the instructions of the Bank officials. The Directors of a Bank are Trustees in the very fullest sense for the Shareholders and the Depositors and it is incumbent upon them to take as much or even more care of the affairs of the Bank as they would do of their own private affairs. As regards Auditors what we very badly need in India is a number of independent men—no doubt we have some such already—who for the honour of their profession and their own good name will closely investigate all matters that come within their purview as Auditors.

Banking Legislation.

We have been asked during the year by the Government of India for our views with reference to Banking legislation. A summary of our proposals is printed in the Report now under discussion and I am glad to note that many of the other Public bodies whose views on this question have also been asked for by Government have more or less agreed with our suggestions. I am not in favour of any very stringent regulations in connection with banking. I entirely agree with the view expressed by His Excellency Lord Willingdon that Swadeshi Banking must be encouraged. Every country has to pass through an initial period in the development of its banking, but India is particularly favoured in this respect in that it has the benefit of the experience of many first class Banks under European management which have been working in this country for years with very great success and were in no way mixed up in the recent complications.

As regards the question of audit it has been suggested that this work should be taken over by Government, but I doubt if this is feasible. I think, however, that in banking legislation Government

might make provision for more control by them in the appointment and pay of Bank auditors than is now provided by Section 144 of the new Indian Companies Act.

In connection with Banking legislation there are other questions which also need some consideration. It appears that in the High Courts it is almost always customary to give the carriage of proceedings to the petitioner and therefore through him to his solicitors, but I doubt if this is always in the best interests of all parties. There is also the question as to whether a single shareholder with a very small interest should be able to present a petition to the Courts. What however I think is very important is the question of undue publicity when a petition has been presented, for it not only very seriously damages the Bank itself, but it tends to impair credit and so injures the whole community. I have no special recommendations to make under these heads, but I think the points I have mentioned should be carefully considered when the Government of India come to close quarters with this important question.

Indian Finance Commission.

Another matter of much interest during the past year has been the Meetings of the Indian Finance Commission in London. The evidence so far published will have been carefully perused by those who take an interest in this question, and we are now looking forward to the report which will shortly be published. As this is now being signed or has perhaps already been signed it is no use my expressing views on the subject, but I hope the report will make satisfactory recommendations as regards the utilization of the surplus Cash Balances in India for trade purposes, and also as regards the location of the Gold Standard Reserve and the amount which should be held actually in gold. Something no doubt will also be said with reference to a State Bank for India, and as regards this I can only hope that if a suggestion is put forward it will be that the matter should be fully investigated by experts in India for the question is a difficult one in many respects, and until it is known what is really meant by a State Bank it is hardly possible to express an opinion on the whole subject. A Bank of this character bringing into view the greater portion of the Govern-

ment balances would however very favourably affect India's international position in the world of finance. It would also be of great assistance in facilitating the raising of Government loans and loans also for railways, public bodies and so forth. It might also be able to offer greater facilities for financing the internal trade of the country than is possible at present, but this is a difficult matter to express a decided opinion upon as many points arise in this connection which need close investigation. It would also tend to reduce the general rate of interest throughout the country and this would be advantageous, but whether it would attract at the comparatively low rate of interest it would only be able to offer substantial deposits at all the different points where branches would have to be established is perhaps a little doubtful. It would also no doubt be a useful Agency for pushing gold into circulation. The whole question seems however to depend very much on the amount of Government funds the Bank would control, the conditions under which the Paper Currency would be entrusted to it, and last, but by no means least, the general but very important and far reaching questions of administration and control, matters of very special importance for a producing country of this size with a very large internal and external trade.

Gold Currency.

Another point of great interest in this connection is the question of a gold currency in India and all I would say as regards this is that the use of gold should certainly be encouraged for the country is richer and in a sounder position financially by every sovereign that is imported or coined in India. A gold circulation must come eventually and there are clear and very encouraging signs on this side of India of an increasing demand for gold in the cotton districts. The movement will no doubt take time and if it cannot be unduly hurried it should be encouraged as much as possible. The coining of silver rupees should therefore be very closely guarded but no inconvenience to trade should be allowed to arise from any scarcity in this respect.

New Mail Contract.

My last topic is the new Mail contract. We have advocated two mails a week each way, and I believe this is now necessary,

but I fear it may not come just at present although there appears to be a strong body of opinion in favour of the change. From a trade point of view two mails a week are required to facilitate the transit of shipping and financial documents and it will in my view be a great mistake if any other port but Bombay is chosen for the additional facility which we and many other parts of India now badly need.

Farewell.

And now Gentlemen I take my farewell of the Chamber and I do so with very great regret as I fear it also brings to a close my career in India. I hand over to Mr. Marshall Reid my successor with the greatest confidence as he has always taken a keen interest in the affairs of this Chamber. Mr. Reid is almost as old a resident in Bombay as I am and he was Deputy Chairman the first year you did me the honor of electing me as your Chairman. As regards the past year I am again very deeply indebted to the Hon'ble Mr. W. L. Graham, who also takes a keen interest in our affairs, for the great assistance he has given me in several difficult matters and in various other ways. To the out-going Committee and to all the Committees with whom I have had the pleasure of working I tender my most sincere and cordial thanks. Nothing could have been more satisfactory to me than my very friendly relations with the seven Committees over whom I have presided and I thank you Gentlemen most sincerely for the help you have given me at all times. I feel also that I am indebted to every Member of the Chamber for the confidence that has been reposed in me. I hope I have not been difficult to approach. I have always been glad when Members have called upon me to explain their difficulties and I have always tried to help them to the best of my ability. To the Secretary, the Assistant Secretary and the Staff of the Chamber I tender my most cordial thanks for their good work. I always hoped I should be able to hand over a thoroughly efficient staff to my successor and I believe I have done so.

Gentlemen I wish the Chamber every success and I now beg to move that the Report of the Committee of the Bombay Chamber of Commerce for the year 1913 be adopted and confirmed.

FINANCIAL CLOUDS.

The Hon'ble Mr. W. L. Graham, the out-going Deputy Chairman, in seconding the adoption of the report, said :—The report, as you will see, is of a very comprehensive nature and covers a great variety of important questions which have come before your committee during the past year, which in many respects has been a most eventful one. The year 1913 opened with ominous clouds on the financial horizon owing to the fear of International complications, which were happily averted. It closed with the pronounced failure of most of the important Swadeshi Banks, the downfall of which was much to be deplored, causing, as it has done, not only serious loss to investors, but also feelings of great distrust and suspicion which led to a serious curtailment of credit and dislocation of business throughout the country.

For several years the growth of Swadeshi Banking in its westernized form had continually been on the increase and had been viewed generally with satisfaction tempered with grave anxiety. Satisfaction because it was felt that the rise of the Swadeshi Banks denoted considerable progress in the commercial life of the country but with grave anxiety because it was felt that many of these Banks which were playing an important part in the better organisation of Indian credit, were not working on sound lines. These fears have unfortunately proved only too true, and the recent investigations have shown clearly that the Banks which have failed were conducted on the most reckless and speculative lines and as a natural consequence large sums of money have been irretrievably lost, whilst large sums invested in commercial enterprise have been withdrawn.

The action of the Finance Member in so materially increasing the Government Balances with the Bank of Bombay, at the height of the crisis showed his keen perception of the situation, which was greatly appreciated and gave general satisfaction. The Bank was enabled by this action to reduce its official rate on October 31st to 5 per cent. which to some extent assisted to allay the gravity of the panic that existed. It will take time before confidence can again be restored, as capital, especially here in India,

is notoriously shy. There are some who are of opinion that the only means to restore a return of confidence would be by creation of a great State Bank with branches throughout the country or by the extension of the Presidency Banks. There is no doubt that much good might result by the adoption of either of these courses but we cannot get away from the fact that the only really effective means of keeping circulation moving in the interior of India must be through the hands of native bankers.

Banking Legislation.

As you will see from the Annual Report we received from the Government of Bombay, a copy of a letter dated the 22nd of August 1913 from the Government of India dealing with proposed legislation in the matter of Banking. The Chairman, in his speech, has alluded to this, and I agree with him in thinking that legislation should not be of too stringent a character. At the same time I do feel strongly that legislation is required to prevent mushroom concerns availing themselves of the important designation of "Bank" and I do not think that any concern should be allowed to be registered as a Bank unless it has a paid up Capital of 10 lakhs.

I recognise the difficulty there exists in fixing any definite sum of this kind as it can be fairly contended that a Bank if well managed can do well on a small capital. I consider, however, that such Banks with small capital should continue to act in the same manner as Indian Banks run on Indian lines have done in the past and not assume the westernized designation which they may not be in a position to suitably uphold. I also think that Government should observe strict supervision in the titles chosen for the designation of Banks.

New Companies Act.

The New Companies Act which comes into force on the 1st of April is one which we all welcome introducing as it does important provisions for the audit of Public Companies. It is to be regretted that provisions of the kind were not in force years ago as it almost seems as if we are now "locking the stable door when the horse is gone." Every country, however, has to go

through its times of trial and crisis and I sincerely hope that Swadeshi Banking may once again develop on sounder and better lines and be a source of economic strength to the country.

The standard of the qualification of auditors is an important matter. The provision in the New Companies Act that auditors will have to hold a certificate from the Local Government is a very welcome one and I hope that in time a body may be corporated out here on the lines of the chartered accountants at home —men of character and independence who will realise that their position is one of public trust and who, as the chairman has said, "for the honour of their profession and for their own good name will closely investigate all matters that come before them in their position as auditors." There is an urgent need of really qualified auditors in India and I look forward to the Bombay College of Commerce which is now holding its second term providing the necessary education for young men to enable them to take up this important and responsible work, and I hope Mr. Anstey, the Principal of the College, who arrives on 2nd of March, will give this his careful consideration.

I am glad that the Chairman has referred to the necessity for legislation to deal with the case of petitions presented in the Courts by small shareholders, demanding investigation into a Bank's or Company's affairs, and I cordially endorse his views and hope that Government will take early action in the matter.

A State Bank.

The question of a State Bank amalgamating the three Presidency Banks is one that engages our close attention. In the consideration of any scheme that may be put forward it must be remembered that India is a Continent, not a Country, and the interests served by the Presidency Banks are so different in character that a very free interchange of views and personelle will be necessary in order to amalgamate the three existing Banks into one homogeneous whole. I personally would favour a small Central Executive, situated perhaps at Delhi, who would act as the 'Via Media' between the Presidency Banks and Government, allowing the Presidency Banks free control in their

own spheres. In any amalgamation that is proposed the interest of the present shareholders regarding the value of their shares and percentage of profits require to be carefully considered.

The Currency Commission Report, which we look forward to being published shortly, will doubtless put forward a definite scheme dealing with the functions which a Central or State Bank will undertake and the whole question will then come up for the fullest discussion and consideration.

Gold Standard Reserve.

Another important matter which is being dealt with by the Currency Commission is that of the Gold Standard Reserve. It is with great satisfaction I notice that this has now reached the total of 25 million and that nearly 4 million are set aside in actual Gold in the Bank of England whilst a sum slightly over 1 million has been invested by the Secretary of State at short notice. I have always held that there is no reason why this Reserve should have been limited to a sum of 25 million, as I do not know of any grounds why it should have been fixed at that amount. I hope the Commission will recommend that this Reserve be steadily increased with a larger proportion of actual Gold. There is no doubt that a really powerful Gold Reserve will help to strengthen the Commerce and Finance of India and tend to raise the credit of this country and its securities in the London Market.

"I am not in favour of holding this Gold Reserve in India because I feel that if a severe International crisis were to arise in Europe, India's Gold would be best placed in London, the Capital of the Empire, available if required in time of need. In event of any internal troubles such as severe famine or anything of the kind occurring in this country, money can always be remitted out at very short notice to India.

A Gold Mint.

The question of the Gold Mint is also another matter on which we shall soon have further information when the Commission Report is published. We here in Bombay favour the establishment of a Gold Mint. I freely admit that there may be a large amount

of sentiment in this, but after all there can be no doubt that sentiment does exist and if Canada and Australia have Mints of their own, why should India be behindhand? The annual cost, I believe, of the establishment of a branch of the Royal Mint is estimated at 3 lakhs per annum. India can well afford to pay this. If, however, Government consider that the cost is too great then I would favour opening the established Mints in this country to the free coinage of Gold. I believe that by doing so large quantities of Gold Bullion that now lie hoarded in India would come out for coinage. I am firmly of the opinion that the coin should be the sovereign or the equivalent to the sovereign because I think that it is only by having a recognised coin of that description that circulation can be kept liquid. Such coins would be available for export if the Balance of Trade were to go against India, as is the case at present; they would also form an additional link of unity throughout the Empire.

The New Mail Contract.

"The last matter on which I should like to touch upon briefly is that of the New Mail Contract. As you will notice from our report we have advocated a bi-weekly service to and from Bombay. The Karachi Chamber I noticed in a meeting held early in December thought that in advocating that the second mail should also call at Bombay we were playing entirely for our own hand but this is not so. The question is not one that should be regarded from any one stand point, but must be considered on broad lines. Before putting forward our proposal the question we considered was as to how India as a whole was to obtain the greatest benefit of this additional service, and it seemed to us that if one mail came to Bombay whilst another mail went to Karachi, that the large commercial centres in the other parts of India would not gain the fullest advantage of the new service which will undoubtedly be a matter of considerable enhanced cost.

The New Docks.

"The New Docks are now in course of completion and special facilities for handling the mail expeditiously have been arranged. We look forward with great pleasure to the visit of His Excellency

the Viceroy and to the opening of the New Docks by His Excellency next month. I trust that these docks will prove a great commercial asset to Bombay enabling us to deal satisfactorily with the ever increasing trade of this country. There is, however, one matter in connection with the docks which requires very serious consideration and that is the general shortage of labour. This year the export trade will be on a small scale and there will be no doubt ample labour to cope with it but in another year if the export trade is really on a big scale and our docks are all in full swing, I for one do not believe that we shall be able to obtain sufficient labour to cope with it. I, therefore, hope that Government will make a careful enquiry into the labour question at an early date.

"The ravages of plague which carried off men and women in the prime of life are now being felt and the infant mortality continues still very great. The St. John's Ambulance Association is taking steps to endeavour to assist Indian mothers in the care of their children by publishing and distributing small books in various dialects dealing with the care of infant children, but a great deal more requires to be done and I sincerely hope that Government will give the whole question their attention at an early date.

"In conclusion, Gentlemen, I should like to express on behalf of the outgoing committee our best thanks to our Chairman, Sir Charles Armstrong. Throughout the long period in which he has served the Chamber as its Chairman he has devoted himself wholeheartedly to further the Chamber's interests and it is with great regret that we now say goodbye to him but we sincerely hope both he and Lady Armstrong will have much happiness before them in the Home country and that Sir Charles Armstrong may find further fields there for his great zeal and commercial ability.

With these remarks, Gentlemen, I beg to second the adoption of the report.

Railway Development.

In supporting the resolution **Mr. Marshall Reid,** C.I.E., the incoming Chairman said :—I have to thank you for the honour

you have done me in electing me Chairman of the Chamber. It is no mean task to attempt to follow worthily in the footsteps of such predecessors as Sir Charles Armstrong and Sir Henry Procter who have for the greater part of the last 10 years occupied the office of Chairman of the Chamber with so much distinction. But this task is materially lightened from the very fact that the control of these gentlemen has been almost continuous, and that they have constructed certain policies and traditions on well-defined and, I venture to think, sound lines—and if our Chamber has not voiced its opinions so frequently and so loudly as others, it has usually commanded respect, when it has felt justified in making and in emphasising its representations. It will be my endeavour to maintain the reputation of the Chamber in these respects.

When addressing you last year I referred to Railway Debentures or Bonds as being well suited to attract Indian hoards and to assist towards more ideal methods of Railway development. My suggestion was favourably commented on in one or two influential quarters, but it was in these cases applied especially to Railway development by "private enterprise." It will be accepted that private enterprise has done much in the past to assist the development of branch and feeder lines, and I am confident it will do much more in the future under the more favourable terms now obtainable; and I should like to acknowledge the debt the community owes to those who have been the pioneers of the movement. But we must not let our approval of Government's action in this direction divert our attention from the policy we have adopted by pressing on them, in and out of season, the necessity of developing and extending main lines in accordance with a comprehensive and continuous programme.

The only difficulty I have ever heard seriously raised in this connection is Finance and I wish again to bring to your notice the idea of attracting some of the vast resources lying unproductive in this country for the development of the country. That vast sums are available for investment is generally accepted—and if additional proof were wanted I would refer you to the £80 millions sterling in gold which have been imported into India during

the last four years—and I would also call attention to the millions which have been deposited with Banks—good and bad.

My suggestion is that the Railway Companies should be empowered to issue 4 per cent. Rupee Debentures on the security of their revenues. Such loans have from time to time been successfully raised in London in sterling, so presumably there is no practical difficulty about issuing them; and I do not see why India should not have the first chance of subscribing to her loans.

I am told by those who ought to know that such loans would not compete with 3½ per cent. Government Paper any more than Port Trust loans do and it must be remembered that every million so raised would reduce the obligation to issue 3½ per cent. Rupee Loans *pro tanto* and so tend to strengthen the market for Government 3½ per cent. Guaranteed Securities.

It is dangerous to prophesy without actual experience, but everything points to the probability of these loans finding a ready market, and India would be all the richer in the possession of another first class security.

The report was then adopted.

Votes of thanks.

Sir Henry Procter, in proposing a vote of thanks to the Chairman, Deputy Chairman and the outgoing Committee, said:—

When I was asked to propose a vote of thanks to the Chairman, Deputy Chairman and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year, my first inclination was to refuse as I had already performed this duty on two previous occasions and I thought it would be better if somebody else undertook it; but on second thoughts I could not refuse the invitation seeing it is the last opportunity I shall have, this being probably the last year I shall be in Bombay except as a visitor.

I do not think it requires any words from me to commend this vote of thanks to your consideration as you are all probably aware of the great amount of work your Committee have dealt with

during the past year. As I have said on previous occasions, I have the greatest admiration for the work done by the successive Committees of this Chamber. The attendance at meetings, judging from my own experience, has always been extremely good and everything is carried through in a most thorough manner. I should like particularly to congratulate them on their successful negotiations with the Bombay Native Piece-goods Merchants' Association on the Umpire question.

SIR CHARLES ARMSTRONG.

I think Sir Charles Armstrong will bear me out when I say that the Chairman always gets the most loyal help and support from his Deputy Chairman and Committee, but they will bear me out when I say that the bulk of the work falls and must fall on the Chairman, and this brings me to speak of our Chairman who is shortly to leave us to enjoy his well-earned retirement in the Homeland. I suppose, I know Sir Charles as well as, if not better than, any one else in this room. He came out to India in 1883, 5 years before I did. I lived with him for my first nine years in Bombay and might have been living still with him if he had not got married and so set me an excellent example! Our friendship therefore extends over 25 years, and although we have not always held identically the same views about everything such as Standard Time, etc., this has not affected our friendship and I feel it a great pleasure and privilege that what is probably my last official act in connection with our Chamber should be to propose this vote of thanks to my old friend Sir Charles. Gentlemen, it is not necessary for me to say much about Sir Charles' work for us. The fact that he has been our Chairman for 7 years, a record performance in the annals of this Chamber, speaks for itself and is a proof of how we appreciate the great services he has rendered us so loyally and ungrudgingly. As I said last year, we were delighted when Government also recognised his services by bestowing on him the honour of Knighthood, and I may tell Sir Charles that we thank him most sincerely for all the services he has rendered to our Chamber as member of Committee, Deputy Chairman and Chairman and that we wish him God speed in his life in the Homeland.

The Alexandra Dock.

It is hardly necessary for me to say much with regard to the actual work of the past year as it has already been dealt with exhaustively by our Chairman, and other speakers, but there are just one or two matters I should like to refer to; and the first is in connection with our docks. As you are aware, the new Alexandra Dock is to be opened very shortly, and I think you will all agree with me that its completion is none too soon for the increase in the trade of the port. What I wish to say now is that the Chamber should keep in view the fact that further dock extension must be required within a few years if we are to learn anything from the great developments which are now taking place in the railway approaches to Bombay, and additions to the various railway systems throughout India in the way of feeder railways. All this must mean a large increase in the volume of trade through Bombay and I feel that further dock accommodation is bound to be wanted in about 15 years if not sooner. It is, therefore, very necessary that, unless we are prepared to submit to another period of congestion such as we have gone through during the last few years, the matter should be gone into without delay, because at the moment it is difficult to say where another dock can be put. I, therefore, trust that the incoming committee will keep this in view and press the Port Trustees to go into the matter at an early date, so that in the course of a few years when the Port Trust revenue has increased and the liabilities on the present dock expenditure amply covered they can take up without delay fresh dock extensions.

Development of Bombay.

"My second point follows naturally on the first one as it is in connection with the development of Bombay. It seems to me if we realise how Bombay is developing and how in the next few years the trade must increase if all the provisions now being made in the shape of railway facilities and dock extensions are to be justified and the demand for house room be intensified, I feel very strongly that although it is perfectly sound to press for the development of Salsette, and outlying districts, this does not in any way do away with the necessity or desirability of the proposed

reclamation in Back Bay. I do not say that that reclamation should be done all at once as originally proposed, but I do say that in that site we have one of the most unique opportunities of reclamation which it has ever been the lot of any city to possess. There, within a quarter of an hour's drive by motor from the centre of the city, we have a possible reclamation in what is the coolest position in the island and which will always be open to the sea breezes. There is a good rock foundation actually exposed at low tide and within a few hundred yards on the other side of Colaba you have excellent material in the harbour which can be pumped with comparative ease on to the site to be reclaimed. Thanks to the enterprise of the Port Trust, reclamation by means of suction dredgers is no longer a matter of experiment, but is a certainty and I have no hesitation in saying that the reclamation in Back Bay is an undertaking which is bound to come and which will be greatly to the benefit of this city so that the sooner it is undertaken the better it will be. I feel certain in my own mind that the cost of reclamation of this particular locality will compare very favourably with reclamations in any other parts of the island and that the land so reclaimed will find a ready market.

St. George's Hospital.

"Another matter which I should like to refer to is the question of the site for St. George's Hospital. I see that the Committee have recommended that it should be located in the North of the Island, and recently I have heard it suggested that it should be located in the old Government House at Parel. I do not know whether it is finally settled that the Hospital must be removed from its present location on account of Railway requirements but assuming this is not the case I am strongly in favour of the Hospital remaining where it now is which is about as central and cool a site as you could get anywhere within the city limits. The two objections to it are, the prevalence of malaria, and noise; but I see no reason, now that so much is known about malaria, why the first objection should not be got rid of altogether, and as regards the second, the noise will be considerably less when the construction of the sheds, etc., in the new docks is finished. I think it extremely advisable to have a Hospital in a central position and

I cannot think myself of any other site which has as many advantages as the existing one. I, therefore, hope that the European community will not agree to its removal without further careful consideration.

Mr. Malcolm N. Hogg seconded the proposition which was carried with acclamation.

Sir Charles Armstrong briefly replied thanking Sir Henry Procter for his kind expressions towards him. His work in the Chamber had been of very great interest and pleasure and he said that if during the seven years he had been Chairman he had conferred any benefits on the trade of Bombay he was quite satisfied.

Mr. G. E. Xydis then proposed, **Mr. W. M. Ross** seconded, and it was agreed, that the following gentlemen be elected Members of the Committee of the Bombay Chamber of Commerce for the year 1914:—The Hon'ble Mr. W. L. Graham; Mr. A. Cameron; Mr. L. McIlwrick; Mr. J. N. Metaxa; Mr. A. Scott Smith; Mr. L. Volkart; and Mr. R. Woollcombe.

Mr. D. M. Inglis proposed, **Mr. W. H. Ogston** seconded, and it was agreed, that the item "Machine pressed Oil-cake in pieces" be added to the Chamber's Tonnage Schedule and that the scale be fixed at 12 cwts. to the steamer ton in accordance with the test made on the 25th August 1913.

Mr. A. Cameron proposed, **Mr. H. Tessmann** seconded and it was resolved, that Messrs. A. F. Ferguson and Co. be re-elected Auditors of the Chamber's accounts for the year 1914.

Mr. A. M. Tod proposed, **Mr. Ralph Kidd** seconded, and it was agreed, that Mr. Marshall F. Reid, C. I. E. and Mr. T. W. Birkett be elected Trustees of the Chamber's Provident Fund for the current year.

A vote of thanks to the Chairman terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1914.

The annual ballot for the office of Chairman took place on the 14th January 1914, and resulted in the election of **Mr. Marshall Reid, C.I.E.,** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1914.

The ballot for the above office took place on the 21st January 1914, and resulted in the re-election of **the Hon'ble Mr. W. L. Graham.**

As, however, the Hon'ble Mr. Graham expressed his inability to serve, a fresh ballot was held in accordance with Rule 7, Clause 9, on 20th February, when **Mr. T. W. Birkett** was elected to the office.

PORT TRUST.

CHAMBER'S REPRESENTATIVES ON THE BOARD.

The term of office of **the Hon'ble Sir Henry Procter, Kt.,** and **Mr. A. H. Froom** expired on the 31st March 1913. A ballot was held on the 12th March, and resulted in the re-election of **the Hon'ble Sir Henry Procter** and **Mr. Froom.**

The Hon'ble Sir Henry Procter and **Mr. D. Carmichael** on proceeding to Europe obtained leave of absence from the Board meetings for six months and ten months respectively from 3rd May 1913. **Mr. W. H. Ogston** and **the Hon'ble Mr. W. L. Graham** were respectively elected to act for them during their absence.

MUNICIPAL CORPORATION.

CHAMBER'S REPRESENTATIVES.

The triennial election of two members to represent the Chamber in the Municipal Corporation took place on the 27th January 1913, and resulted in the re-election of **Mr. J. S. Wardlaw-Milne** and **Mr. A. M. Tod.**

Mr. Tod, however, later in the year, on severing his connection with the New Zealand Insurance Co., Ltd., resigned his seat. A ballot was consequently held on the 23rd April 1913, and resulted in the election of **Mr. D. M. Inglis.**

CITY OF BOMBAY IMPROVEMENT TRUST.

CHAMBER'S REPRESENTATIVE ON THE BOARD.

Mr. A. M. Tod, on severing his connection with the New Zealand Insurance Co., Ltd., resigned his seat as the Chamber's representative on the Board of the City of Bombay Improvement Trust. A ballot was consequently held on the 23rd April 1913, when **Major H. A. L. Hepper, R. E.,** was elected to fill the vacancy.

SUB-COMMITTEES.

Following the procedure adopted in former years, the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1913:—

IMPORTS.

R. H. Brooke, Esq.	A. P. Stewart, Esq.
Malcolm N. Hogg, Esq.	E. Yeo, Esq.
D. M. Inglis, Esq.	T. Zouros, Esq.

DOCKS AND RAILWAYS.

A. Cameron, Esq.	W. H. Ogston, Esq.
A. H. Froom, Esq.	A. C. Rumboll, Esq.
F. W. Hanson, Esq.	H. G. Weber, Esq.

SHIPPING AND EXPORTS.

A. Cameron, Esq.	N. S. Glazebrook, Esq.
W. Denso, Esq.	J. Muller, Esq.
A. H. Froom, Esq.	G. Sugdury, Esq.

FINANCE.

The Hon'ble Mr. W. L. Graham.	Ralph Kidd, Esq.
R. Aitken, Esq.	C. H. Wilson, Esq., C.I.E.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

CHAMBER'S REPRESENTATIVE.

Mr. Marshall Reid, C.I.E., the Chamber's representative on the Legislative Council of H. E. The Governor of Bombay, resigned his seat on proceeding to Europe. A ballot was accordingly held on the 30th April 1913, and resulted in the election of **Mr. W. L. Graham.**

RULES FOR ELECTION OF ADDITIONAL MEMBERS OF LEGISLATIVE COUNCIL OF GOVERNOR OF BOMBAY.

The Government of Bombay enquired of the Chamber as to whether the last election to the Legislative Council of His Excellency the Governor brought to light any points in which the election rules needed amendment.

The Committee replied that so far as the rules governing the election of the Chamber's representative were concerned, they had no amendment to suggest. *(Appendix* **A-1.***)*

MEMBERSHIP OF THE CHAMBER.

The total membership of the Chamber on the 31st December 1913 was 120, as compared with 119 at the end of 1912.

The following are the names of those elected during the year under report :—

The United States Steel Products Co.—Proposed by Messrs. W. and A. Graham & Co., and seconded by The Chartered Bank of India, Australia and China.

Messrs. Hegerle, Sulzer & Co.—Proposed by Messrs. Volkart Bros., and seconded by Messrs. Shaw, Wallace & Co.

Messrs. Macbeth Bros. & Co.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. Turner, Morrison & Co., Ltd.

The British Dominions General Insurance Co., Ltd.—Proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. Greaves, Cotton & Co.

Messrs. L. & F. Barraclough & Co.—Proposed by Messrs. Lyon, Lord & Co., Ltd., and seconded by Messrs. Killick, Nixon & Co.

Messrs. Brunner, Mond & Co., Ld.—Proposed by the Hongkong and Shanghai Banking Corporation, and seconded by Messrs. Little & Co.

The Japan Cotton Trading Co., Ld.—Proposed by the Yokohama Specie Bank, and seconded by the Nippon Yusen Kaisha and Mitsui Bussan Kaisha.

The following ceased to be members :—

Messrs. Glade & Co.
Messrs. Cory Bros. & Co., Ltd.
Messrs. Schill Seebohm & Co.
Messrs. Glazebrook & Co.
Messrs. Crompton & Co., Ltd.
Messrs. Strathmann & Paas.

CHAMBER'S PROVIDENT FUND.

During the year under review the Committee favourably considered a letter from the Members of the above fund requesting permission to contribute thereto 8⅓ per cent. of salary instead of 5 per cent. which has been the rule since the creation of the fund in 1907, and sanction to the enhanced subscription was accorded with effect as from 1st July 1913.

TONNAGE SCALE.

MACHINE PRESSED OILCAKE IN PIECES.

The article "Machine Pressed Oilcake in pieces" was tested for tonnage on the 25th August 1913, the result working out at 12 cwts. to the steamer ton.

Pending confirmation of this scale at the General Meeting of the members of the Chamber, the Committee, by circular, recommended its provisional adoption.

UMPIRES IN PIECE-GOODS DISPUTES.

(See *Report*, 1911, *pp.* 70, 498.)

It will be remembered that in 1911, the Bombay Native Piece-goods Merchants' Association addressed the Manchester Chamber of Commerce urging that in case of disagreement between two Surveyors the right of umpireship should not be confined, as hitherto, to European Merchants, but should be extended to Native Merchants as well.

The Manchester Chamber, however, deprecated any alteration of a custom which had worked well for many years, and which was fully recognized by parties concerned with surveys at that end, whose confidence might be disturbed by any new departure. They trusted that the Committee of the Bombay Native Piece-goods Merchants' Association would agree that it was not advisable to disturb the existing arrangements.

In April 1913, this Chamber was addressed by the Piece-goods Association in the matter, when certain rules were submitted for adoption, which laid down *inter alia*, that the Chamber and the Association should alternately have the right of appointing umpires.

Several meetings of the Importing Members of the Chamber were convened for the purpose of discussing this matter, and a Sub-Committee met a deputation from the

Bombay Native Piece-goods Merchants' Association. Finally the Chairman and Deputy Chairman of each body met in the rooms of the Chamber and arranged a settlement on the following terms :—

1. The Chamber of Commerce and the Native Piece-goods Merchants' Association will each appoint a number of members not exceeding 30 to act as Surveyors.

2. In event of Surveyors disagreeing in their award, they may refer the matter to an Umpire chosen by themselves before the arbitration is commenced. The said Umpire to be selected either from the official lists of Surveyors drawn up by the Chamber and the Association respectively, or from the list of Umpires drawn up as mentioned in Clause 4.

3. If Surveyors are unable to agree as to their Umpire, and also disagree in their award, they shall refer the dispute to the Chamber of Commerce for the appointment of an Umpire.

4. The list of Umpires will be drawn up at a meeting held in the Chamber of Commerce between the Chairman and Vice Chairman of the Chamber and of the Association, respectively, and the number selected from each body shall be equal. The number of each shall not be less than six and not more than twelve. The actual number shall be fixed at the first meeting held.

At this said Meeting the representatives of the Chamber and of the Association will select their own Umpires respectively.

5. The appointment of Umpires is left to the Chamber of Commerce when disputes are referred to the Chamber for such an appointment.

6. In cases where it is considered that special expert knowledge is required, the Chamber has the right to appoint an Umpire who may not necessarily be on the official list of Umpires.

7. In all cases, the decision of an Umpire shall be final.

8. This agreement shall come into force on 15th October but business shall be resumed at once.

9. Six months' notice in writing shall be given by either party before this agreement can be terminated.

Note.—The Chamber undertakes to act fairly in the appointment of Umpires as between the two parties.

The proposed additions Nos. 1, 2, 3, 4 mentioned in the Association's letter, dated 2nd April last, are withdrawn, and No. 5 is accepted.

No. 5 reads as follows :—

In cases where both the Surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the Umpire shall either agree with one or other of the Surveyors, or shall award compensation within the limits awarded by the Surveyors. (*Appendix* A-2.)

BRITISH IMPERIAL COUNCIL OF COMMERCE.

(See *Reports*, 1910, *pp.* 6, 125; 1912, *page* 661.)

On the 10th March 1913, a letter was received from the British Imperial Council of Commerce drawing the attention of the Chamber to a previous invitation to nominate a representative upon the said Council. It was pointed out that a Committee had been appointed to draw up the Rules of the Association, and that it was very desirable that all Chambers and Boards of Trade interested in the movement should be affiliated at the outset, in order that they might be in a position to express their views in regard to the rules and procedure of the Council.

In reply the Committee stated that they would be pleased to give the matter their best consideration if the Council would explain the system of voting which obtained at their meetings. Further, as they had already stated, the Com-

mittee were of opinion that the system of voting should be based on the value of India's external trade and not on Chambers and populations as had been done at the meetings of the Associated Chambers of Commerce.

The Council stated, in reply, that a Committee had been appointed to go into the whole question of organisation, including that of the basis of voting power, but that the matter was still under consideration.

In reply, the Committee intimated that their views, as embodied in a letter to the London Chamber, dated 3rd August 1911, had been explained to Mr. C. C. McLeod, the Chairman of the East India Section of the London Chamber; and that, if they heard later, that a satisfactory basis had been arranged, they would be pleased to give the Council's proposals, anent the nomination of a representative of this Chamber, further consideration. (*Appendix* A-3.)

COLLEGE OF COMMERCE.

(See *Reports*, 1906, *pp.* 117, 498; 1908, *pp.* 10, 148; 1912, *pp.* xli, 6.)

Reference was made in last year's report to the Press Note issued by the Government of Bombay, in regard to the financial support promised towards the establishment of a College of Commerce in Bombay. At the Annual General Meeting of the Chamber held on the 26th February 1913 a sum of Rs. 1,500 was voted as an annual contribution towards the teaching establishment of the College. In May 1913 a Press Note was issued by the Bombay Government to the effect that the Secretary of State had approved of the formation of the College and had sanctioned the two professorships to be recruited from England.

It was proposed that the teaching staff to be engaged for the College at its commencement would be as follows :—

Principal on £900 per annum or Rs. 1,125 per mensem.
Professor on £700 per annum or Rs. 875 per mensem.
Two Lecturers on Rs. 300-25-500 per mensem each.

The two lecturerships would, it was stated, be held by qualified Indians.

The College would be under Government control, but in order that the courses of study might be kept in full harmony with the practical requirements of Commerce and Industry it was proposed to appoint an Advisory Board of thirteen members representing respectively Government, the Private Donors, and the Commercial bodies which had promised to contribute towards the cost of the College.

The Chamber was asked to nominate two representatives on the above Advisory Board, and the Committee accordingly appointed Mr. W. A. Haig Brown and Mr. J. S. Wardlaw-Milne.

At a later date Government forwarded to the Chamber a further Press Note in which it was intimated that difficulty had been experienced in selecting a suitable candidate for the post of Principal of the College; arrangements had, however, been made to open the College from the 22nd October 1913, and pending the arrival of the permanent Principal from England, a provisional teaching staff had been appointed.

The Chamber was requested to forward to Government its contribution towards the College.

A cheque for Rs. 1,500 was accordingly sent to the Secretary to Government, Educational Department. At the same time the Committee expressed a hope that during the coming year the intentions of Government, in regard to the recruitment of two Professors in England, would be fulfilled. (*Appendix* A-4.)

ADDRESS OF WELCOME TO LORD WILLINGDON.

The Committee on the 5th April 1913 attended at Government House and presented an address of welcome on behalf of the Chamber to His Excellency Lord Willingdon, who had that day taken over the Governorship of Bombay, in succession to Lord Sydenham.

The full text of the address together with His Excellency's reply will be found in *Appendix* A-5.

THE HON'BLE SIR WILLIAM MEYER'S VISIT TO THE CHAMBER.

At the request of the Committee, the Hon'ble Sir William Meyer, K.C.I.E., Finance Member of the Government of India, met them in the rooms of the Chamber on Wednesday, the 27th August 1913, and discussed with them the question of the utilization, for trade purposes, of the surplus cash balances held in the treasuries of the Government of India.

In this connection it is interesting to note that the Finance Department on 6th November 1913 issued a "Communique" in which it was stated that the Government of India, having referred the matter to the Secretary of State, had decided that if the course appeared necessary to prevent undue stringency in the money market during the ensuing few months, the Government of India would be prepared, so far as the demands on their own balance permitted, to make temporary loans to the Presidency Banks to a moderate extent on the security of Government Paper. The terms of such loans would be for not more than a few weeks, though renewable, if necessary. They would bear interest at a rate one per cent. less than the Bank rate, and would in any case be repaid by the end of May 1914. It was pointed out that this decision had reference to the ensuing busy season alone, and was without prejudice to the future permanent policy in such matters which would be a subject for consideration, when the Royal Commission on Indian Currency and Finance had completed their labours. It was also taken, it was stated, without any reference to the existing banking and commercial crisis which had not arisen when the matter was put before the Secretary of State.

The full text of Hon'ble Sir Charles Armstrong's opening remarks and Hon'ble Sir William Meyer's reply will be found in *Appendix* **A-6.**

VISIT TO THE CHAMBER OF THE HON'BLE MR. W. H. CLARK AND THE HON'BLE SIR T. R. WYNNE.

The Hon'ble Mr. W. H. Clark, C.S.I., C.M.G., Member in charge of the Departments of Commerce and Industry and Railways, visited the Chamber on the 6th and 13th August, 1913, for an informal discussion with the Committee in connection with the Bill to amend the Indian Companies Act.

He again visited the Chamber on the 3rd November 1913 to discuss the question of banking legislation.

The Hon'ble Sir T. R. Wynne, K.C.S.I., K.C.I.E., President of the Railway Board, visited the Chamber on the 31st July 1913, for an informal discussion with the Committee on Railway matters.

THE CHAMBER'S COTTON STATISTICS.

At the request of the Bombay Cotton Trade Association, Ltd., the Committee decided that in future the cotton figures appearing in the statistical table in the Chamber's Annual Report should represent the volume of trade in cotton from the 1st September to 31st August, instead of for the year ending 30th June, as was previously the case.

The Chamber's figures will thus be brought into line with all American cotton statistics and with those of the International Federation at Manchester.

WHITE PHOSPHORUS MATCHES BILL.

(See *Reports*, 1911, *pp.* 20, 205, 637 ; 1912, *p.* 712.)

A reference to the Report for 1911 will show that the Committee of the Chamber in reporting on the Bill to prohibit the importation, manufacture and sale of Matches made with White Phosphorus, stated that they did not think the

necessity of the Bill had been proved and, in any case, they deprecated undue haste in dealing with the matter.

In January 1913 the Government of India informed the Chamber that the Bill was withdrawn in March 1912 on the distinct understanding that the dates on which the Bill was to come into operation, namely, the 1st July 1913, in regard to importation and manufacture, and the 1st July 1914, in regard to sale, should not be changed by reason of the postponement, and that the request should not be made in 1913 that the operation of the Bill should be postponed. This, Government asserted, was stated in the most definite terms by the Hon'ble Mr. Clark in withdrawing the Bill.

The Hon'ble Sir Charles Armstrong had, however, declared that the understanding had not been fully realised by those engaged in the trade and that the usual contracts for a year or more had already been made. He therefore pressed for an extension of the periods mentioned in the Bill by twelve months, and the Hon'ble Mr. Clark promised to take this request into consideration.

It was pointed out by Government that the Hon'ble Sir Charles Armstrong only stated the grounds for extending the periods mentioned in the Bill in general terms, and the Chamber was requested to state more fully the case, so that the Government of India might have precise information before them regarding the grounds on which they were now asked to modify the terms on which the Bill was temporarily withdrawn. While they had no desire to impose any unnecessary burden upon the industry, the Government of India felt that, as these terms were very clearly explained by the Hon'ble Mr. Clark in the Legislative Council at the time of withdrawing the Bill, a plea for their modification, based on the grounds of insufficient notice, required much fuller justification that had been so far adduced.

With a view to securing the precise information asked for by Government, the Committee consulted the match importing firms in Bombay and from the replies received and from what had been said, it was evident that importers did not realise that the original dates would be retained if the Bill was re-introduced in January of this year. It was generally stated in the replies from Importers that, as they had received no notice from this Chamber or elsewhere that the original dates would be retained, they continued business as usual and had entered into contracts up to the end of 1913.

The Committee, therefore, in replying to the Government of India to the above effect, stated that they agreed with the request made in Council and submitted that the dates mentioned by Government might be extended by at least nine months in each case; but so far as the date of prohibition of sale by retail dealers was concerned it was felt that a period of only 12 months after importations had ceased might not be sufficient and that a longer time—probably two years—was desirable. It was pointed out that in the 12 months following importation, the wholesale dealers at the Port would, no doubt, be able to dispose of their stocks; but it was very doubtful if retailers in the villages would be able to do likewise; and it was to avoid any unfairness to them that the Committee suggested that the limit of time for sale in the country should be further extended, and it was felt this could be done without in any way impairing the objects of the measure.

It may here be mentioned that the Act was finally passed by the Legislative Council of the Governor-General on 7th March 1913, and that the original dates have been adhered to. (*Appendix* **B**).

INDIA AND NAVAL DEFENCE.

On the 8th March 1913, a letter was received from the Madras Chamber intimating that they were of opinion that

the time had arrived for India to follow the example of the Federated Malay States and some of the Dominions in offering to the Imperial Government a substantial annual contribution to the cost of the British Navy. A resolution to the effect that out of the general revenue of India there should be made such contribution for naval purposes as was requisite to provide for the maintenance of a squadron of sufficient strength to safeguard shipping flying the British flag in mid-Asian waters had been very fully discussed by their Chamber, and, but for two dissentients, approved. They felt, however, that if any resolution on the subject was to carry weight it should have behind it the approval of at least the bulk of the mercantile community in India. They therefore asked the Committee of this Chamber to let them know whether the terms of the resolution commended themselves to their members and generally to give their views on the question.

In reply the Committee stated that, however much they might sympathise with the idea the Madras Chamber had put forward, they were unable at the time, viewing it as a financial proposition only, to accord it their support. For some time past they had been pressing upon the Government of India the absolute necessity of a much larger expenditure on the Railway system of this country. The trade of Bombay had been greatly hampered for some time past by the inability of the G. I. P. and the B. B. & C. I. Railways to deal with the traffic expeditiously, and until these two systems and connecting lines in Northern and Central India and elsewhere were thoroughly equipped, they felt that it would be premature and inadvisable for their Chamber to urge upon Government a large grant towards the Imperial Navy, which, so far as could be seen, could only be met by increased taxation. For these reasons they were unable to see their way to support the proposal of the Madras Chamber, but were of the opinion that at some later date it might be put forward with advantage. (*Appendix* C.)

INDIAN FINANCE AND CURRENCY COMMISSION.

In April 1913, a Royal Commission was appointed for the purpose of enquiring into the location and management of the general balances of the Government of India; the sale in London of Council Bills and Transfers; the measures taken by the Indian Government and the Secretary of State for India in Council to maintain the exchange value of the Rupee in pursuance of, or supplementary to, the recommendations of the Indian Currency Committee of 1898, more particularly with regard to the location, disposition, and employment of the Gold Standard and Paper Currency Reserves and whether the existing practice in these matters was conducive to the interests of India; also to report as to the suitability of the financial organisation and procedure of the India Office, and to make recommendations.

The Government of India at a later date informed the Chamber that the Chairman of the Royal Commission had intimated a desire to receive the names of non-official gentlemen in India who might wish to give evidence before the Commission, and requested that this fact might be made known and the names of such persons forwarded to Government.

A circular was accordingly sent round to all members of the Chamber inviting them to submit the names of any gentlemen whom they thought suitable to give evidence before the Royal Commission.

In due course, the Committee recommended to the Government of India that the following gentlemen might be invited to give evidence:—

Mr. James Graham of Messrs. Wm. Graham & Co., Glasgow, The Hon'ble Mr. Gokhale, London, and Mr. Dadiba Merwanji Dalal, Bombay.

The Bengal Chamber also addressed this Chamber in connection with the Commission and forwarded a copy of a letter they had addressed to the Government of India.

In this letter the Bengal Chamber enquired of Government (*a*) as to whether the question of coining gold in India was included in the terms of reference to the Commission; and (*b*) as to whether the Commission would visit India for the purpose of recording evidence.

In regard to (*a*) the Bengal Chamber stated that it appeared to them that the gold question was within the scope of the Commission. The point did not, however, seem to be quite clear, and the Chamber suggested that it should be elucidated by Government for the information of the public.

As regards (*b*) the Bengal Chamber were inclined to think that, if the Commission intended to undertake an exhaustive enquiry into the gold question in its Indian aspects, a visit to this country would be imperative; and they desired to be informed as to what course the Commission were likely to pursue in this connection.

The Bengal Chamber expressed a hope that this Chamber would see its way to support their action by a representation to the Government of India.

In reply, the Committee of this Chamber stated that, with regard to the above question (*a*), they were of opinion that the Bengal Chamber had correctly answered the point raised therein, and they agreed with the views expressed to the effect that the question of coining gold in India was within the scope of the Commission's inquiry.

With regard to (*b*) in the absence of any explanation as to why the Bengal Chamber considered a visit to this country imperative and without knowing what was exactly meant by an exhaustive inquiry into the gold question in its Indian aspects, the Committee were unable to appreciate the point raised; and stated that, bearing in mind the terms of reference, the view on this side was that such a visit was neither necessary nor desirable. It was pointed out that the subjects submitted for the consideration of the Commission were, no doubt, intricate, but at the same time they appeared to the

Committee to be perfectly straightforward ; and this being so they could very efficiently be dealt with by the members of the Commission (several of whom were intimately connected with this country), and by the witnesses who would be called to give evidence. Amongst the latter there would, no doubt, be some of the gentlemen who have been recommended by the various Indian Chambers, at the invitation of the Government of India. This being so, the Committee were confident that the interests of this country would be adequately represented ; and further they expressed the opinion that it was extremely doubtful if any better evidence could be obtained in the country itself.

The Committee, however, stated that if the Bengal Chamber's explanation to the Government of India in this connection was such as to bring forward points which had been overlooked, they would be very glad to consider the matter again ; but they were, nevertheless, of opinion that a strong case would have to be made out to justify a recommendation that the Commission should be brought out to India for the purpose of taking evidence in this country. (*Appendix* D-1.)

PROPOSED STATE BANK FOR INDIA.

In May the Karachi Chamber called the attention of the Committee to certain articles in the *Times* and other periodicals, reviving a scheme, proposed to the Indian Currency Committee in January 1899 by Mr. Alfred de Rothschild, of a great State Bank for India. The idea then had been to absorb the three Presidency Banks and at the same time to take over from Government the management of the Paper Currency, and the Gold Reserve ; the establishment of a Gold Currency also being one of the objects of the proposed scheme.

The scheme had been much discussed at the time, but eventually abandoned in the face of the practically unanimous opposition of all interests in India more immediately concerned.

The Karachi Chamber pointed out that the revived proposal appeared to contemplate an Indian State Bank with a huge capital, that would amalgamate the three Presidency Banks and would also undertake the duty of maintaining the gold value of the rupee, as well as of meeting present demands in India for increased credit facilities.

Apart from the consideration of whether the scheme was racticable or whether Indian trade would derive any benefit om it, the Karachi Chamber argued that the existing anking facilities in India were highly satisfactory, and they were therefore at a loss to understand the necessity of a proposed Indian State Bank.

The Committee stated in their reply to the Karachi Chamber, that they felt the difficulty of discussing such a proposal with advantage, until some definite scheme had been put forward. At the same time they agreed that a mere amalgamation of the three Presidency Banks into one State Bank—if such a scheme were practicable—would not be likely to benefit the trade of India, and that in all probability the result would mean a curtailment of existing personal credit.

They were further of opinion that the resources and working capital of the present Banks had grown proportionately to the demands for increased credit; and that the stringency experienced during the busy season was not an argument to the contrary, but was due to the action of Government in collecting and locking up most of their revenue when money was urgently required.

The Committee felt it was quite possible that an institution entrusted with the administration of the Gold Standard Reserve, the Treasury Balances and the Paper Currency, might be of advantage to India, but until they were made acquainted with the details of the proposed scheme, they submitted it was impossible to discuss it. (*Appendix* D-2).

REVENUE ADHESIVE STAMPS.

(See *Reports* 1910, *pp.* 10, 145 : 1911, *pp.* 7, 118 : 1912, *pp.* 23, 225.)

In October 1910 the Chamber suggested to the Government of India that a new set of Revenue Adhesive Stamps of certain denominations might be issued, as it was contended that certain of these stamps might prove useful for the purpose of stamping Agreements, Guarantees, etc. It was also suggested that adhesive stamps might be used for stamping contracts for the sale and purchase of Bills of Exchange and also Government Paper contracts.

The Government of India were unable, however, at the time to extend the use of revenue adhesive stamps in the direction advocated by the Chamber.

In April 1913 the Government of India in again addressing the Chamber in the matter stated that further representations had been made to them on the subject, and they had reconsidered the question with a view to removing any avoidable inconvenience that was felt by the commercial community.

The existing position, Government stated, was briefly that, under the Stamp Act, apart from certain special cases only instruments chargeable with a duty of one anna could be stamped with adhesive stamps. In the case of the instruments by which shares were transferred otherwise than by endorsement, the practice of using adhesive stamps had been legalised in 1912. A number of instruments, on which the duty had formerly been one anna, had been, by the enhancement of stamp duties in 1910, removed from that category, the use of impressed stamps, therefore, becoming necessary. The use of adhesive stamps had, however, been further extended to certain instruments with which the commercial public were chiefly concerned, when the amount of duty did

not exceed two annas. Such instruments were those falling under the category of "Agreement or Memorandum of an Agreement" and those known as "Brokers' Notes." As the rules stood, when the duty exceeded two annas, such instruments had either to be written on stamped paper or to be presented to the "proper officer" for the affixing of special adhesive labels. The Government of India stated that they were prepared to extend the use of adhesive stamps to those two classes of instruments and requested the Chamber to give their opinion as to the extent to which adhesive stamps should be allowed in these cases and the denominations which should be introduced. The highest possible denomination required would be Rs. 10, but it was suggested that the highest denomination be fifteen annas which would cover transactions of Rs. 1,50,000; instruments relating to transactions of higher values being left to be written on impressed stamped paper, or stamped with special adhesive labels affixed by the "proper officer." Such a limit was considered desirable on the ground that the danger of fraudulent use of adhesive stamps increased, while on the other hand the inconvenience of having to use impressed stamps diminished, as the value of transactions increased.

In reply the Committee stated that the suggestion that the highest denomination of adhesive stamps should be limited to 15 annas did not appear to them to be satisfactory, inasmuch as contracts for transactions exceeding 1½ lakhs of rupees were made daily, and it would be very inconvenient for brokers and others to send them to the Stamp Office to be stamped by the "Proper Officer;" and as these contracts varied so much in amount, it would also be inconvenient for brokers to keep a supply of forms stamped with impressed stamps of all the various values. It was therefore desirable that the limit should be increased to the highest possible that

could be required, *viz.*, Rs. 10, and that the following denominations should be introduced :—

Annas 1, 2, 5, 10.

Rupees 1/4, 1/14, 2/8, 3/2, 3/12, 4/6, 5.

The Committee further pointed out that no provision appeared to have been made in the rules under the Indian Stamp Act for the kind of adhesive stamps which was to be used when the duty exceeded one anna, and they submitted that the rule which applied in regard to the duty of one anna and half an anna might be so amended as to make provision for the two-anna duty and the higher denominations of adhesive stamps which might now be introduced.

Rule 14 applied to adhesive stamps to denote the duty of one anna, and could therefore not apply to Brokers' Notes which were chargeable with two annas ; Rule 15 provided for the use of special adhesive stamps, but Brokers' Notes were not mentioned in that rule. There were consequently no special adhesive stamps for Brokers' Notes and the same could not be stamped with two one-anna postage stamps under Rule 12, as the duty chargeable was more than one anna.

From the above facts it would be seen—

(*a*) That by Rule 12 (*d*) a Broker's Note could be stamped with two annas by affixing an adhesive stamp.

(*b*) That Rule 14 which originally authorised Brokers' Notes to be stamped with a one-anna postage stamp no longer applied to Brokers' Notes, as the duty had been increased to two annas.

(*c*) That the rules were silent as to the class of adhesive stamps, which could be used on Brokers' Notes.

(*d*) That consequently Brokers' Notes to be validly stamped, must be stamped with a skeleton stamp under Rule 7.

The Committee also pointed out that the present rules appeared to provide in this Presidency for the affixing or impressing of labels at Bombay and Karachi only; and, if this was so, some inconvenience must be felt at upcountry stations, and this, they averred, was perhaps another reason for extending the use of adhesive stamps. (*Appendix* D-3.)

GOVERNMENT PROMISSORY NOTES.

(See *Report*, 1912, *pp.* 26, 239.)

The Government of India in May 1913 pointed out to the Chamber that it had, in the past, been the practice of the Public Debt Office to issue, or to accept the endorsement of Government Promissory Notes in such form as to make the latter payable to several persons and in the alternative to a certain number less than the whole of them. It had been brought to the notice of Government that doubts had been raised as to the legal validity of such notes, or of endorsements thereon, in which all the payees did not join. They therefore considered it advisable that such doubts should be removed by legislation and that such legislation should not be confined to Government Securities alone, it being very desirable that in a matter such as this the Indian Law regarding negotiable instruments generally should approximate as exactly as possible to that in force in England. It was accordingly proposed to amend the Negotiable Instruments Act, 1881, by the addition of a provision similar to that contained in Section 7 (2) of the English Bills of Exchange Act, 1882, to the effect that a bill might be payable to two or more payees jointly, or in the alternative to one of two payees, or to one or some of several payees. Such an amendment would include the particular case of Government Securities.

Government requested the Chamber's opinion both on this proposal and on a proposal to the effect that firms dealing with Government Promissory Notes should be registered.

The Committee, after giving the matter their careful consideration, replied that they approved of the suggestion to amend the Negotiable Instruments Act, 1881, by the addition of a provision similar to that contained in Section 7 (2) of the English Bills of Exchange Act, 1882, which amendment was to include the particular case of Government Securities. They presumed that provision would also be made in the Act to the effect not only that Promissory Notes and Bills might be made payable in the way suggested when the note was originally made or the Bill originally drawn, but also if originally not so made or drawn, they might be made so payable by endorsement.

The Committee suggested that a new Section to this effect might be inserted between Sections 48 and 49, corresponding with Section 34 (3) of the Bills of Exchange Act, save that the operation of the Section should not be confined to an endorsee under a special endorsement. This new Section might be numbered 48 (*a*) and might read :—

"The provisions of this Act relating to a payee apply with the necessary modifications to an endorsee."

With reference to the second proposal, on which the Chamber's opinion was requested, the Committee replied that in the absence of any reasons for the proposed change they were unable to understand why the suggestion had been made, and that, so far as they were able to judge, there was no necessity for a regulation of that character.

In connection with the above, the Government of India forwarded the Chamber a copy of a letter that they had addressed to the Bengal Chamber of Commerce in which it was stated that the existing position was, that when an endorse-

ment in the name of a Limited Company, or of a firm not registered under the Indian Companies' Act, came before a Public Debt Office, it was frequently necessary to call for and examine the Articles of Association or the papers in regard to the constitution of the firm, in order to see that these explicitly provided for dealings in Government Paper. This not only caused considerable work in the Public Debt Office, but also caused delay and inconvenience to the public. The registration of firms would, Government thought, obviate this difficulty.

In replying to Government the Committee stated that it appeared to them, that if the proposals put forward were adopted—

(*a*) a firm must be registered as a condition precedent to Government Promissory Notes being transferred to the firm's name ;

(*b*) all "registered" firms would have to keep Government advised of any changes that might take place in the constitution of the firm from time to time ;

and

(*c*) Government Promissory Notes could not be held by an unregistered firm.

The Committee understood that the existing practice was to call for the Articles of Association of all Limited Companies, but that only in rare cases were the papers relating to the constitution of a private firm called for, an endorsement in favour of a firm being accepted and passed without enquiry except in such rare cases. If this was so, it would appear that, so far as private firms were concerned, the proposal put forward by Government would tend to make Government Promissory Notes unpopular, as it seemed doubtful whether such firms would consider it worthwhile to go through the formalities contemplated, merely to be entitled to hold their notes in the firm's name. This applied particularly to native

firms, among whom in very many cases partnership agreements did not exist.

Further it appeared likely, if the proposals were adopted, that the ordinary holders of Government Promissory Notes would avoid all notes bearing an endorsement in favour of a firm, as, from the fact that endorsements in favour of any firm had been permitted for so long without question, unauthorized endorsements, under the new ruling, were almost certain to be made for some considerable time to come. Ordinary holders could only satisfy themselves as to whether an endorsement in favour of a firm related to a "registered" or "unregistered" firm, by enquiring at a Public Debt Office. It was hardly to be expected that they would take this trouble and the tendency, therefore, would be, as the Committee had already stated, to avoid all risks by refusing to accept any note on which a firm's endorsement appeared. (*Appendix* D-4.)

BANKING LEGISLATION.

The Government of Bombay forwarded to the Chamber, for an expression of opinion, a copy of a letter dated 22nd August 1913, that they had received from the Government of India in connection with the use of the term "Bank" in this country. At the outset the Government of India explained that it was not their intention at the moment to attempt to control all the numerous forms of banking operations known under various names which were carried on in this country in business centres either by foreign or indigenous agency. Similarly, they did not propose to include in the scope of such legislation the regulation of a form of banking undertaken by industrial companies which received deposits from certain persons during their busy season in order to finance the business of the firm. The Government of India wished only

to examine for the present the desirability of attempting to impose restrictions on the use of the term "Bank" or "Bankers" or its equivalent, such as "Banking Agents," "Banking Societies," etc., by individuals, partnerships or companies, who conducted banking business on lines which were unsound and likely to imperil the security of credit.

The Government of India then offered certain general remarks regarding the points in which many existing banks appeared to them to require reform, if they were to continue to receive large deposits from the public. In the first place, Government stated, it was for consideration whether the terms "Bank," "Bankers," etc., should not, in future, be restricted to companies registered under the Indian Companies' Act. In the absence of any legislation regulating the use of the term "Bank" it was open to individuals and firms to take advantage of the undoubted prestige which the term conveyed, and to receive very large sums of money from the public without even coming under the restrictions which regulated the conduct of public and private companies. They were not required to publish accounts, or to notify their capital or dividends paid, or to take any precaution for the proper control of the Bank's business, such as were enforced on a company conducting banking business by the Indian Companies' Law. There was special danger in this state of affairs. The Indian public were, it was believed, slowly learning to substitute bank deposits bearing interest for the time-honoured practice of hoarding. The movement properly regulated was a normal and healthy one, which added very greatly to the resources of the country by utilising the credit of which capital, when not hoarded, formed the basis. It was of the utmost importance to the country that this process should continue unchecked by any serious setback such as the failure of any considerable

number of banking institutions would undoubtedly entail. The use of the term "Bank" indiscriminately by individuals and firms prejudiced the stability of the whole system of banking including banking by public companies, and discredit would fall on all alike in the event of serious failure of banks controlled by individuals or partnerships. For this reason it appeared to Government desirable that, at least for the future, the term "Bank," "Bankers," etc., should not be allowed to be used except by registered companies. With reference to banks already in existence, it would appear *prima facie* undesirable that any exemption of existing banks should be made from the restriction. The recent history of private banks in India had not indeed been so devoid of failure as to establish a strong case for such an exemption. But the Government of India would be prepared to consider whether the case might not be met by permitting such existing banks to continue business on their undertaking the regular publication at six-monthly intervals of balance sheets audited by a person competent to audit under the provision of Section 144 of the Indian Companies' Act. Particular stress was laid on the fact that the withdrawal of the right to use the term "Bankers" or "Banking Agents" from such persons or partnerships as so describe themselves did not inflict any real hardship on these existing institutions. For it was to be observed that this restriction did not involve any discontinuance of the business in question, but only a substitution of the term "Bank" or "Bankers" by some other less imposing titles, as, for instance, "Financial Agents," "Loan Companies," etc.

It would follow from these suggestions, if they proved capable of adoption, that institutions which would hereafter possess the name and prestige of "Banks" should be subject to certain restrictions. Such restrictions appeared to Govern-

ment to be specially desirable in regard to the following matters :—

(1) The prescription of a minimum amount of subscribed capital.

(2) A stipulation that an adequate portion of such capital should be duly paid up within a reasonable period from the starting of the business.

(3) A restriction of the full allocation of profits to dividends pending the building up of an adequate reserve.

(4) A restriction as to taking up by a "Bank" of business outside that of banking, in which the banking profits might be lost.

The Government of India recognised the desirability of not interfering with really legitimate banking business, and they therefore desired to obtain the views of the commercial community on the subject.

The whole question was fully considered by the Committee, who also discussed it with the Hon'ble Mr. W. H. Clark, Member for the Department of Commerce and Industry, when he visited the Chamber in November 1913.

In replying to the Bombay Government, the Committee stated that, as regards Banking Legislation generally, they only favoured the introduction of a Bill of a simple character which in some measure would give protection to shareholders and depositors, for in their opinion successful banking was really a question of experience and good management in matters pertaining to banking and the safe custody of other people's money ; and if this was assured and if the Directors were competent and thoroughly understood their business, there was really no necessity for legislation of a stringent character which might retard development and in some degree hamper the success of sound and well-managed banking institutions.

The Committee then put forward certain suggestions which, briefly stated, were as follows :—

(1) That all institutions calling themselves Banks, Banking Companies, Banking Corporations and so forth, should be brought under the provisions of the Indian Companies' Act; but these restrictions should not be applied to firms and individuals trading as shroffs or bankers.

(2) That the words "Savings Bank" should, if possible be reserved for Post Office and Presidency Banks Savings Banks; but if this was not possible Savings Banks should be brought under strict control.

(3) That a minimum subscribed capital should not be fixed.

(4) That at least 50 per cent. of the subscribed capital should be paid up within one year or before the first statutory meeting.

(5) That there should be some limitation or check on authorized capital, and that there should be some fixed reasonable proportion between the authorized, subscribed and paid up capital.

(6) That a clause be inserted in the Bill to the effect that when any advertisement, etc., of a Bank or Banking Company contained a statement of the amount of any capital, such advertisement, etc., must show the amount of capital authorized, subscribed and paid up.

(7) That there should be no restriction confining investments of reserve funds to Trust Securities.

(8) That there should be no restriction of Capital and Reserves to total commitments.

(9) That, if possible the auditing of Bank's accounts should be done by Chartered and/or Incorporated Accountants.

(10) That the Registrar, but subject to a right of appeal, should refuse a certificate to a company whose Memorandum and/or Articles of Association showed clearly that it intended to engage in business such as ordinary trading, insurance, shipping and so forth, in addition to the business of banking.

(11) That excepting as mentioned in (10), there should be no restrictions as to the business a Bank or Banking Company might engage in.

(12) That Banks should not be allowed to advance money on their own shares.

(13) That Banks or Banking Companies should not be allowed to advance money to their own officers or staff.

(14) That so far as items in balance sheets are concerned, Form F in the Indian Companies' Act, 1913, was sufficient.

(15) That the Banking Bill should contain a clause similar to clause 277 of the Indian Companies' Act, 1913.

In connection with their suggestion No. (9) above, that, if possible the auditing of Banks' accounts should be done by Chartered and/or Incorporated Accountants, the Committee were approached by several practising Auditors and Accountants in Bombay, who contended that the suggestion, if carried into effect, would do irreparable harm to a large number of practising Auditors and Accountants in India, who were neither Chartered nor Incorporated Accountants.

In reply the Committee stated that the reason underlying their suggestion was that they considered it imperative that Banks' accounts should be inspected by men who might from their training and education in accountancy be really capable of advising and directing these institutions in their methods and system of book-keeping.

The Committee fully recognised that there were many people in India who were quite capable of conducting a simple audit which had in view merely the correctness of the accounts under inspection, but, while they did not wish to do an injustice to anyone, they also considered that in legislating for Indian Banking the highest qualifications should be required from those who might be appointed to audit the books of such institutions.

The Committee, however, stated that the various points raised would be borne in mind when the matter came up for detailed discussion. (*Appendix* **D-5.**)

INDIAN COMPANIES' (AMENDMENT) BILL.

(See *Report* 1912, *pp.* 15, 159.)

A copy of the Bill to amend the Indian Companies' Act, 1913, was forwarded to the Chamber by the Government of Bombay for an expression of opinion on its provisions. From the statement of Objects and Reasons attached to the Bill it would appear that the object of the Bill was to supplement the Indian Companies' Act, 1913, in respect of certain matters relating to the internal management of Companies. This supplemental legislation was considered desirable by the Select Committee of the latter Bill in view of the system, to a large extent peculiar to India, by which some companies were managed by firms of Managing Agents, whose relationship to the Companies they managed was different from that

of a Director to his Company in England. The Select Committee were of opinion that, in view of the intrinsic importance of these provisions and to the fact that they had not been formally before the country, they should be circulated before taking their place in the law. The provisions of the Bill were designed to secure, firstly, that every company should have Directors; secondly, that the majority of the directors of every company should be independent of the Managing Agents, exception being made in the case of private companies and of companies in which the Managing Agents themselves held a predominant voting power; thirdly, that interested directors should disclose their interest in contracts to the other directors, and, in the case of contracts appointing Managing Agents, or any variations of such contracts, to the shareholders; fourthly, that in the case of contracts by agents of a company, other than a private company, in which the company was an undisclosed principal, a memorandum in writing of the terms of the contract should be made and communicated to the company. It was proposed that this Bill should come into operation on the same date as the Indian Companies' Act, 1913, namely, on the 1st April 1914.

The Bill was in the first instance referred to a Sub-Committee consisting of the Hon'ble Sir Charles Armstrong, the Hon'ble Mr. W. L. Graham and Messrs. E. C. B. Acworth, Malcolm Hogg, H. R. Greaves, W. H. Ogston, D. M. Inglis, G. F. D. Tennant and N. N. Wadia. The whole question was also discussed with the Hon'ble Mr. W. H. Clark, C.S.I., C.M.G., member of the Viceroy's Executive Council, in charge of the Department of Commerce and Industry and the Railway Department, when he visited the Chamber in August 1913.

The final report of the Committee on the provisions of the Bill is too lengthy to quote here, but will be printed in full in the Appendices.

At a later date, a member pointed out to the Committee that if Government intended to embody in the Indian Companies' Act the proposed new clauses regarding directors, etc., it was only fair that these additional clauses should not be brought into force until six months after the original Act, *i.e.*, on 1st October 1914. It was requested that the Chamber might put the matter before Government for consideration.

The Committee, in addressing Government, submitted that quasi-private companies, which had a certain proportion of outside shareholders, should have time to consult the entire body of shareholders (many of whom might be in England) for the purpose of ascertaining whether they wished to run the concern for the future as a public or a private company. As the amending Bill might be modified before it became law, it was contended that the shareholders could not be approached at this stage, and hence the suggestion that the clauses referred to should not be made effective until 1st October 1914, *i.e.*, six months after the Indian Companies' Act 1913 was brought into force. (*Appendix* **D-6**).

THE PUBLIC SERVICES COMMISSION.

Indian and Provincial Civil Services.

In September 1912 a Royal Commission was appointed to examine and report on the following matters in connection with the Indian Civil Service, and other Civil Services, Imperial and Provincial :—

(1) The method of recruitment and the systems of training and probation.

(2) The conditions of service, salary, leave and pension.

(3) Such limitations as still existed in the employment of non-Europeans and the working of the existing system of division of services into Imperial and

Provincial, and generally to consider the requirements of the Public Service, and to recommend such changes as might be expedient.

The Commission commenced its inquiries at the beginning of 1913, and in due course submitted to the Chamber a set of questions relating to the Indian and Provincial Civil Services, with a request that they might be furnished with replies thereto.

The matter was very carefully considered by the Committee, who in submitting their replies to the questions on the Indian Civil Service, stated that in all their dealings with members of this service, whether on Financial, Railway, Customs or other commercial matters, they had always been impressed by the high state of efficiency and full and sound knowledge of the questions under discussion possessed by the official representatives of Government. They considered it highly necessary that this state of efficiency should be maintained; and in their opinion this could only be accomplished by restricting entrance to those who had had an English education and training.

In reply to the specific questions relating to the Indian Civil Service, the Committee stated that the system of recruitment by open competitive examination in England was satisfactory on the whole, but there might be advantages in a limited number of selections. A satisfactory system of selection would probably, however, be difficult. The present system was equally suitable for the admission of Natives of India and other natural-born subjects of His Majesty. The Committee did not think that any special advantages would be gained by separating the examination for the Indian Civil Service from the Home and Colonial Civil Services, but after examination some training, suitable for India, might be advisable.

They were strongly against simultaneous examinations in India and England, open in both cases to all natural-born subjects of His Majesty. They did not think it was possible to secure the most suitable men for administrative work by competitive examinations in India, nor did they think such examinations could be satisfactorily carried on. They believed that such examinations would lead to a large admittance of Natives of India to the Civil Service and they were altogether against this. They were of opinion that the administration must be mainly British and that those that entered the Service should have had the advantage of an English training and education. Unless the administration was mainly British, capital would not, the Committee considered, be attracted to India, and any want of confidence of this character would arrest development. The recent movement in India strengthened their views in this direction, and they believed that any increase in the number of Natives of India into the Service would make it more unpopular from the English point of view and that the whole service would suffer thereby. The welfare of the people and the best interests of the country would suffer in consequence, and as a commercial body they were strongly of opinion that men of intelligence, character and power of administration, with a good English training were needed; and even a greater number than at present, owing to the large increase of educated people in the country. Generally speaking the number of Europeans in the higher posts was as low as was safe for general efficiency, and when allowance was made for Indians, who passed the open competitive examination and for those who obtained higher posts as members of the Provincial Services, the number was as large as was desirable, and the Committee emphasised this more particularly in view of the political agitation in India in recent years which would be likely to influence the views

of young men, who proposed to enter the service through an examination held in this country. The Committee were of opinion, speaking generally, that the Natives of this country preferred that Englishmen should be in control, as in administrative work they were free from prejudice as between one section or caste and another, and were able to judge the different questions submitted to them with an open and untrammelled mind. It was hardly possible that this could always or even generally be the case if men were allowed to enter by examination in this country. The Committee objected to separate examination in each province or group of provinces in India, and did not think there was any necessity that all classes and communities in India should be represented in appointments. They believed that any system of this kind would only lead to confusion and misunderstandings. What was wanted undoubtedly was to secure the best men irrespective of caste or creed.

The Committee considered the present system of recruitment generally satisfactory; and if Natives of India desired to enter the service they should do so by appointment in England only. They thought it very important that in admitting Natives of India to the Civil Service, no one particular caste or creed should get the upper hand. It was well known amongst agriculturists and the labouring classes generally that the European Collector had no bias, and it was understood that they frequently asked that their cases should be tried by a European Magistrate.

Selection in India was not recommended. Any separate method of recruitment for the Judicial Branch of the Indian Civil Service was not recommended. Theoretically a separate method might seem advantageous, but it was probably impossible in practice. If recruitment was separate, friction would probably arise between the two branches of the Service.

The Committee recommended that the age for the examination should be eighteen to twenty and thought that in the two or three years' educational course to follow, some legal training should be given.

As stated above, the Committee thought that a suitable age for the competitive examination was eighteen to twenty with a two or three years' University course to follow or a training in a special college for the particular work of the I. C. S. In answering Question 11, they suggested a law course during these years, and other subjects applicable to this country might also be included. Whether the candidate was finally selected for the Indian Civil Service should depend on his College report and a final examination as to general fitness and aptitude for the work. They considered the suitable age for arrival in India was 22 to 23, as a man's character at that age was not fully developed and his training therefore was probably an easier matter.

The Committee were of opinion, that members of the Indian Civil Service should continue to hold the posts that they now do, and did not recommend any increase in the number of "listed posts."

It was considered very necessary that the administration should be distinctly of British character. The Committee did not think it advisable to fix a minimum proportion, as a fixity of this character was always a starting point for agitation for further concession. Certain posts might, on occasions, for exceptional circumstances, be given to Natives of India, whose great abilities in many directions were fully recognised. The advice of such men in the Legislative Council was, it was submitted, of great value, and their presence there should be encouraged; but generally speaking, the Committee held that British Administration was best for the country, as a whole.

It was recommended that the probationers' course should be spent in England, and be equally applicable to Natives of India and other natural-born subjects of His Majesty. Probationers should remain in England till they started practical work, which could best be done under a Collector, and no probationer should be given independent executive powers without such a training under a Collector. It was thought that Government should very carefully select the Officers under whom lately joined Civilians were to be trained.

The Committee were inclined to think, that the Indian Civil Service was not as attractive as it used to be, and this probably was due to the pay and prospects and to the general conditions of the service. If the pay was inadequate for present conditions of life in India, it should be revised in order that the best class of men might be attracted to the Service. As India was making great strides commercially and in many other ways, the very best men were needed for the Service. The Committee were of opinion, that it should be made as attractive as possible to Englishmen, and that every step should be taken to promote efficiency. It was possible that in some directions specialisation might be advisable bearing in mind the many and varied needs of the country. It was considered highly important that the Indian Civil Service should be composed of men at least as good as those in the Home Civil Service, and it would seem very desirable for the Commission to enquire carefully whether the pay, prospects and pension in the Indian Civil Service were adequate. The only further point the Committee suggested for consideration was the desirability or otherwise of introducing a system of compulsory retirement at any time on pension of men, whose work was unsatisfactory or who were otherwise unsuitable.

The Committee were also addressed in the matter by the Bengal Chamber of Commerce, who stated that it appeared to

them to be in every way desirable that the opinion of the European commercial community throughout the country should be clearly expressed to the Royal Commission; and if this opinion were more or less unanimous, it would obviously carry great weight. The Bengal Chamber further stated that from the replies which had reached them from their members they gathered that Calcutta merchants would strongly support the line taken in the representation which was submitted by that Chamber to the previous Royal Commission in 1887, and enquired whether this Chamber was likely to be in accord with this view, and in that event whether a joint or concerted action on the part of the various Indian Chambers was favoured.

The Bengal Chamber, at the same time, especially referred to the fact that during the last quarter of a century Indian education had made a considerable advance. But so far as regards that side of India, it did not seem that this advance had been accompanied by any great tendency on the part of educated and intelligent men to engage in commerce. On the contrary it was a striking fact that in commercial houses in Calcutta, European supervision was more extensively needed than it had formerly been. Merchants found that without it they were less able than they had been, say, twenty-five years ago, to ensure that measure of efficiency, honesty and enterprise which modern business conditions demanded. The result was that, in Calcutta, the tendency was in the direction of the increased employment of imported Europeans, and of a corresponding diminution in the number of Indians in highly paid mercantile posts. This being the case in commerce, there naturally arose the question of whether the modern Indian was really well-equipped for the higher appointments in the public service. The views of this Chamber on this aspect of the question were also desired.

In reply the Committee stated that as regards the question of joint action being taken by the various Chambers of Commerce in India, they were quite prepared to consider any representation which could clearly set forth on moderate lines the views of the several Indian Chambers; but pointed out that inasmuch as the conditions obtaining on this side of India differed very materially from those in Calcutta, many of the statements and arguments contained in the Bengal Chamber's correspondence of 1887 would need revision if they were again to be put forward in the form of a joint representation to the present Royal Commission.

The Committee, while fully appreciating the force of the arguments regarding the dearth of educated Indians in Calcutta for superior mercantile posts, submitted that such arguments were not at all applicable to Bombay; and, if put forward in a joint representation to the Royal Commission, would not meet with the approval of this Chamber.

At a later date the Bengal Chamber stated that after attentively considering the replies which they had received from the various Chambers, they came to the conclusion that joint action on the part of the Chambers would not be possible. They decided, therefore, to submit to the Commission a statement of their views, and forwarded this Chamber a copy with a request that, if the said statement met with approval, the Royal Commission might be addressed in support of it.

The Committee, however, stated in reply that as they had already sent in to the Royal Commission their replies to the various questions submitted to them, they did not propose to take further action in the matter. (*Appendix* **E-1.**)

THE PUBLIC SERVICES COMMISSION.

Imperial Customs Service.

The Committee were at a later date again addressed by the Royal Commission and invited to nominate a representative to

appear before them in Bombay and were requested in the meantime to submit a written statement of the Chamber's views on the subject of the Imperial Customs Service, drawn up under the following headings :—

(1) Methods of recruitment;

(2) System of training and probation;

(3) Conditions of service;

(4) Conditions of salary;

(5) Conditions of leave;

(6) Conditions of pension;

(7) Such limitations as might exist in the employment of non-Europeans and the working of the existing division of services into Imperial and Provincial;

(8) Relations of the service with the Indian Civil Service and other services;

(9) Any other points within the terms of reference to the Royal Commission not covered by the preceding heads.

The Committee had no remarks to offer with regard to headings (1) and (2).

With regard to (3), they stated that the present conditions of service were believed to be satisfactory. As, however, the Imperial Customs Service had only been established six years, it was perhaps too early to judge as to the prospects of the Assistant Collectors in this service who were recruited from the English Universities.

With regard to salary, the Committee were of opinion that in an expensive city like Bombay, the minimum salary of Rs. 300 per mensem was too low, and suggested that it should be raised to Rs. 400.

The Committee understood that the conditions of leave and pension were the same as for all other uncovenanted servants of the Government, and that being so, they had no remarks to offer under this head.

Under the 7th heading the Committee remarked that out of the last eight appointments to Assistant Collectorships, two had been secured by Indians. The Committee believed that, generally speaking, first class European supervision was necessary and advisable. In this connection they called the attention of the Commission to what had happened in Bombay before the Imperial Customs Service existed. Owing to the lack of training and constant changing of the Indian Civil Service Collectors of that time, little control had been exercised, and in the hands of subordinates, although some were well-paid men, Customs work had been delayed in every direction and the junior staff had been very unsatisfactory. The Committee felt that the Customs Departments should be worked as a business office, with complete and effective supervision and control, and that the senior officers should be men of ability and power who would not only immediately check abuses, but would, in consultation with the commercial community, endeavour in every way to perfect the system.

As to the relations of the Imperial Customs Service with the Indian Civil Service, the Committee did not suggest any change in connection with the present practice of reserving the Collectorships of Bombay, Calcutta and Madras for members of the Indian Civil Service and those of Karachi and Rangoon for Assistant Collectors of the Imperial Customs Service.

The Committee added that they were quite satisfied with the work performed by the Civil Service Collectors of Bombay since the Imperial Customs Service was instituted, a general

improvement in the Administration having resulted from continuity of service. They understood, however, that a suggestion had been made that the Imperialization of the service might go farther, and that a Director-General of Customs might be desirable, and if this would ensure uniformity of system, rules and decisions at the various ports, it might be a step in the right direction. They deprecated, however, a delegation of full powers to a Director-General, because they felt that the commercial community should retain their right of appeal to the Government of India and the Committee would be averse to any change of system, which would enable important questions to reach them through channels other than those of the Imperial Government.

At the request of the Committee the Hon'ble Sir Charles Armstrong appeared before the Royal Commission on the 10th February 1914 and gave evidence on behalf of the Chamber. (*Appendix* **E-2.**)

BILL TO AMEND THE INDIAN TELEGRAPH ACT, 1885.

The Government of Bombay in July 1913 submitted a copy of the above Bill to the Chamber for an expression of opinion on its provisions. From the Statement of Objects and Reasons attached to the Bill, it appeared that in consequence of the introduction of radio-telegraphy into India it had become necessary to amend the Indian Telegraph Act 1885 (XIII of 1885), in order to enable the possession and working of wireless apparatus to be regulated more strictly than was possible under that Act. The opportunity had also been taken to make certain amendments in the Act, which experience had shewn to be desirable.

The Committee, after consulting the Chamber's Solicitors, informed Government that they were of opinion that the rules it was proposed to draw up under Clause 4 should be on

similar lines to the sections of the English Act, which would, it was felt, be beneficially protective if applied to this country.

The punishment which could be inflicted under section 20 (1) appeared to the Committee to be an exceedingly severe one, and a hope was expressed that care would be taken fully to protect the rights of persons who might be charged under it.

It was pointed out that the English Act provided that no proceedings should be brought under the Act except by an order of the Postmaster General, the Admiralty or the Board of Trade. A provision of this nature would, it was thought, prevent any charge being brought, unless there would appear to be a *prima facie* case against the party in question.

It might be that in this country it would not be suitable to make proceedings under the relevant section dependant upon an order passed by similar authorities; but the Committee suggested that the Bill should contain a provision enabling a person convicted under the section to appeal to the High Court against such conviction.

It was observed that the Bill did not provide what court should be cognizant to try any charge brought under the section, and it was thought the point should be made quite clear. It was also observed that the Bill did not contain any definition of "Wireless Telegraphy," although the English Act did contain such definition.

The Committee did not know whether it could be maintained that the absence of such definition would make it doubtful whether any electrical apparatus erected or maintained by a person, fell within the meaning of wireless telegraphy or not. But as the framers of the English Act considered such a definition necessary, it was supposed that they thought such a question could arise—the proviso to the

definition was referred to particularly—and it was suggested that a definition similar to that contained in section 1, sub-section 7 of the English Act, should be included in the Bill under consideration. (*Appendix* **F-1.**)

STANDARDIZATION OF WEIGHTS AND MEASURES.

(See *Reports*, 1906, *pp.* 116, 487 ; 1908, *p.* 110 ; 1910, *p.* 99 ; 1912, *pp.* 118, 646.)

In October 1913 the Government of India, in the Department of Commerce and Industry, issued a Resolution to the effect that the question of prescribing a uniform system of weights and measures for the whole of India had been under their consideration from time to time since the passing of the Indian Weights and Measures of Capacity Act, 1871 (XXXI of 1871), by section 8 of which the Governor General in Council was empowered to introduce a system of weights and measures of capacity consistent with the statutory unit prescribed by section 3. Although the Act had been on the statute book for more than 41 years, no notification had been issued under it, as it was hoped that weights and measures, based on the statutory unit would be gradually and generally adopted without further intervention on the part of Government. This hope, however, had not been realised. The Indian Railways and the Government Departments had, it was true, adopted as standards the tola of 180 grains, the seer of 80 tolas and the maund of 40 seers ; but no general tendency had manifested itself on the part of Indian Commercial Circles to follow the lead given them by Government.

The whole question was examined very carefully between the years of 1890 and 1894 by the Government of India, in consultation with Local Governments and Administrations,

and the policy since followed had been to prescribe, as necessity arose, standard weights and measures for particular districts and groups of districts, similar to those adopted by the Indian Railways and the Government Departments. Some of the local Governments had taken action in this direction, but the general state of affairs was far from satisfactory, for the system of weights and measures in use varied considerably, not only in different Provinces, but also in different areas of the same Province. The Government of India were fully alive to the difficulties which beset attempts to impose a uniform system of weights and measures for adoption throughout British India. At the same time they were satisfied that the existing lack of uniformity was seriously prejudicial to trade, and they had reason to believe that the development of Railway communications and commerce in this country, the formation of Chambers of Commerce and the advance of municipal and the trade organizations had gone far to remove objections formerly felt to the introduction of a single uniform system.

The Government of India therefore decided to re-open the question of the feasibility of securing the use of uniform weights and measures in India, and appointed a Committee to enquire into the whole subject. The Committee consisted of the Hon'ble Mr. S. R. Arthur, I. C. S., Commissioner, Central Division, Poona, President; Mr. C. A. Silberrad, I. C. S., Magistrate and Collector, United Provinces; Mr. A. Y. G. Campbell, C. I. E., I. C. S., Acting President, Corporation of Madras, and Mr. Rustomji Fardoonji, U. C. S., Commissioner of Excise, Central Provinces.

The Committee commenced its enquiries in Bombay in November 1913 and submitted to the Chamber a set of questions relating to the matter under consideration and requested replies thereto.

The Committee of the Chamber found it impossible, in the very short time at their disposal, to consult the general body of members, and they therefore only dealt briefly with the matter.

They felt that uniformity in weights and measures was a matter that would require years to bring about, and they would deprecate compulsion with fines, confiscations, Police control or anything of the kind. In their opinion, what was needed was persuasion, the co-operation of Public bodies, Muncipalities, and so forth. If, however, a basis of uniformity could be found suited to the whole of India, so much the better; and to some extent this was perhaps possible; for in the lineal measure, the inch, foot and yard were well understood; in weights, in the districts, the tola, seer and maund, and at the Ports, and generally in connection with foreign trade, the lb., cwt. and ton.

The replies given by the Committee to such of the various specific questions, as they were able to deal with, were briefly as follows :—

10. (*a*) They were not aware of any confusion arising from the use of the same term to denote both a weight and a measure of capacity.

(*b*) On the point as to whether it was preferable to confine the use of a term to designate either a weight or a measure of capacity but not both, the Committee were divided.

11. As already stated, they were of opinion that inches and yards were well understood, as the whole trade in piece-goods, which penetrated into all districts, was done on this basis.

15. (*a*) They did not see any necessity to delay the introduction of a uniform system of weights

and measures in this country until such a system had been adopted and enforced in the United Kingdom.

(*b*) Subject to certain remarks above, they were in favour of a uniform system of weights and measures being prescribed for all India.

(*c*) They were of opinion that some attempt might be made to enforce the use of a uniform system, but that it should not be of a penal character.

16. They were of opinion that as the rest of the world was not uniform in the matter, and might never be, India should arrange her own system of weights and measures independently of other countries.

17. As the British inch, foot and yard were well understood in this country, and as the bulk of the import trade in manufactured articles was with Great Britain, it would, the Committee thought, only disorganise trade if any attempt were made to introduce the metric system into India.

19. The Committee were inclined to the opinion that it might and probably would be necessary to prescribe local standards temporarily, or possibly even permanently.

20. (*a*) Generally speaking the Committee were of opinion that the authorized weights and measures should be adopted in all transactions by Government, Railway Administrations and bodies controlled by Government, and that

(*d*) the authorized weights and measures should be taught in all recognized elementary schools, but they doubted if it would be wise to ignore

altogether the local weights in the different districts.

(*e*/*o*) The Committee were of opinion that Government should proceed very cautiously on such matters as the stamping of *authorized* weights and measures only, and felt that it was inadvisable at present to declare the use of any weights and measures, except those authorized, illegal throughout India.

23. They thought that the introduction of a uniform system would simplify the operations of large traders and that small traders would soon get accustomed to it. But those who did not trade, and especially agriculturists and the poorer classes generally, would probably be much inconvenienced and for a time would suffer losses. (*Appendix* **F-2.**)

RULES UNDER THE PROVIDENT INSURANCE SOCIETIES ACT.

(See *Report* 1911, *pp.* 18, 196).

The Government of Bombay forwarded to the Chamber for information a copy of a draft Notification which it was proposed to issue under the Provident Insurance Society's Act, 1912 (V of 1912).

For the purpose of record the Notification is reprinted in *Appendix* **F-3.**

INDIAN COPYRIGHT BILL.

(See *Report* 1912, *pp.* 12, 154.)

It will be seen from the Report for 1912, that the Chamber was consulted by Government regarding a proposal to introduce into India the English Copyright Act (1 and 2, Geo. V, Ch. 46).

The Committee appoved of the proposal but thought that under the powers conferred by Section 27 on the Imperial Legislative Council, the provisions of the Act should be added to by introducing therein a Section relating to newspaper telegrams on the lines of Chapter IV, Section 38 (1, 2 3 and 4) of the Indian Copyright Bill, 1885.

The Government of India considered that the early introduction of the Act into India was desirable, both for Imperial and International as well as domestic reasons, and consulted Local Governments in regard to the modifications and additions referred to in Section 27 of the Act that might be necessary to suit the special conditions of India. In view, however, of difficulties that were experienced in England through the non-proclamation in India of the Act of 1911, and having regard to the serious hardship and loss which might thereby be inflicted on English Authors, the Act was brought into force in India by proclamation in the *Gazette of India* on the 31st October 1912, under Section 37 (2) (*d*) of the Act, the question of modifications or additions being postponed for subsequent consideration on receipt of the views of Local Governments. These were, it was stated, in substantial agreement with those of the Government of India, who proposed by virtue of the power conferred by Section 27 of the Act of 1911 to pass the Draft Bill which embodied the modifications in, and additions to, the Act which were considered desirable, together with certain formal and necessary alterations due to the difference between English and Indian administration and procedure.

It was observed that the changes proposed were as few as possible in view of the desirability of securing that uniformity throughout the Empire which was advocated by the Imperial Copyright Conference of 1910.

In addition to purely formal changes, a material relaxation was proposed with regard to translations. This was in Government's opinion necessary, in view of the special linguistic conditions of India, of the variety of languages spoken, and of the useful part played by translations in disseminating knowledge. It was proposed therefore that translations of works first published in India should be permitted after the expiry of 5 years from date of first publication, but only on the condition that two years' notice of the intention to publish a translation had been given to the author. By this means it was hoped adequately to safeguard the rights of the author and those of the public.

The provisions of Section 19 of the English Act, containing provisions as to mechanical instruments, were new and unsuited, if adopted "*in toto*", to the conditions of India. The majority of Indian Melodies had not been published (*i. e.*, written with staff notation) except through the medium of the phonograph. It was impossible in many cases to identify the original composer or author, and the melodies were subject to great variety of notation and tune. In order to make it clear that in order to fall within the definition of "musical work" music must have been graphically represented, it was proposed to adopt "*mutatis mutandis*" the definition of the term "musical work" contained in the English Musical Copyright Act, 1902, *viz.*, "musical work means any combination of melody and harmony, or either of them printed, reduced to writing, or otherwise graphically produced or reproduced."

The provisions restricting jurisdiction to High Courts only in all Civil proceedings regarding infringement of copyright was thought desirable in view of the technicalities of the subject and the greater finality that such a tribunal would afford.

The Committee, after carefully perusing the various sections of the Bill, informed Government that they had no criticisms to offer. (*Appendix* **F-4.**)

PUBLIC OPENING OF GOVERNMENT CONTRACTS.

The Committee were addressed by the Karachi Chamber as to the conditions under which certain Government contracts were being opened. The Karachi Chamber stated that under ordinary conditions, when Government had invited public tenders, it was usual to open these tenders in the presence of such tenderers as cared to be present, the full particulars of each tender being read out. Under such a system tenderers were assured that they were receiving fair play. Certain Departments were now said to be departing from this system and on opening tenders were merely announcing the name of the tenderer without any details and thereby the object of the public opening of tenders was, in the opinion of the Karachi Chamber, nullified.

The Committee, after fully discussing the question in the aspect as presented by the Karachi Chamber, answered that, since Government must take into consideration the stability of the tenderer, the manner in which previous contracts had been carried out, the quality of the goods, the ability of the tenderer to fulfil his obligation and so forth before coming to a decision in the matter, they were of opinion that it was perhaps just as well if tenderers were not invited to be present at the opening of tenders, if the details of each offer were to be communicated to them. (*Appendix* **F-5.**)

SMOKE NUISANCES COMMISSION.

(See *Report*, 1912, *pp.* 10, 151.)

As Sir Henry Procter, the Chamber's nominee on the Smoke Nuisances Commission, proceeded to England on leave,

the Government of Bombay called upon the Chamber to elect a substitute. The Committee accordingly nominated Mr. W. H. Ogston to serve on the Commission during Sir Henry Procter's absence.

At a later date the Committee recommended the reappointment of Mr. Ogston as the Chamber's representative on the Commission up to the 12th August 1915.

For purposes of record, the rules issued by the Government of Bombay under the Smoke Nuisances Act are reprinted in *Appendix* G.

St. GEORGE'S HOSPITAL ADVISORY COMMITTEE.

The Bombay Government forwarded to the Committee, for their information, a copy of a Resolution on the subject of the constitution of an Advisory Committee for St. George's Hospital, at the same time inviting the Chamber to select a representative for nomination as member of the proposed Committee.

In the course of the Government Resolution, two important questions, in connection with the administration of St. George's Hospital, were dealt with—

(*a*) the desirability of bringing the European non-official community into closer touch with the hospital, with a view to securing the benefit of their advice in matters affecting the welfare and utility of the institution and ascertaining their special needs and requirements ; and

(*b*) the revision of the conditions under which well-to-do members of the community obtained admission to the hospital and were treated therein.

The first of these questions was answered by the proposed establishment of an Advisory Committee, composed partly of

the non-official representatives of the European community of Bombay and partly of the medical staff of the hospital.

With regard to the second question, Government stated that in future a portion of the hospital would be separately administered as St. George's Nursing Home, for accommodation in which patients would have to pay a fixed daily fee, the actual cost of apparatus, drugs, etc., and fees, levied in accordance with a fixed scale, for extra nursing. Inmates of this home would be in sole charge of their medical attendants, whom they would select from among a list of physicians and surgeons appointed by Government as Honorary Physicians and Surgeons to St. George's Nursing Home.

In replying to the above, the Committee inquired of Government (i) as to whether it would be within the powers of the Advisory Committee to draw up a scheme whereby less well-to-do patients might enjoy similar benefits as offered by the Nursing Home, but at a much more moderate fee; (ii) whether the private rooms now obtainable at Rs. 10 were to be abolished or altered in character—a step which did not seem advisable to the Committee; and (iii) whether any scheme was under contemplation to strengthen and increase the medical and surgical staffs at the Hospital for the benefit, not only of those who paid for special accommodation at Rs. 10 or less in private rooms or wards, but for those who were compelled by necessity to use the free wards of the hospital.

In reply to the first of the above questions, Government stated that the Advisory Committee would be asked, when framing a set of rules for the administration of the proposed Nursing Home, to consider the practicability of an arrangement whereby, in addition to separate rooms for individual patients, a general ward would be opened, the charges for accommodation in which would be on a lower scale.

To the Committee's second inquiry, Government replied that it was their intention that the Nursing Home should supersede the existing private rooms, for which a daily fee of Rs. 10 was charged.

Government stated, in reply to the Committee's third query, that a proposal was under consideration in connection with the redistribution of the medical districts at the Presidency, namely, to attach one of the Presidency Surgeons to the medical staff of St. George's Hospital.

On the 16th July the Committee and several other gentlemen interested in the question of St. George's Hospital met the Hon'ble Mr. Claude Hill, C.S.I., I.C.S., in the rooms of the Chamber, and fully discussed the subject with him. Mr. Hill explained at some length Government's views in the matter. A full account of the proceedings of this meeting will be found in the Appendices.

The Committee later nominated Dr. Stanley Reed as the Chamber's representative on the proposed Advisory Committee. (*Appendix* H.)

TARIFF VALUATION OF SUGAR.

(See *Report*, 1911, *pp.* 24, 263.)

The Committee, on 23rd January 1913, addressed the Director-General of Commercial Intelligence in connection with the Tariff Valuations of White Crystal Sugars.

It was pointed out that with the system in force, the Tariff Valuations of each class of Sugar for any Calendar year, were fixed in accordance with the average market value of the Imports of each class during the year ending on the previous September 30th, and on this basis the valuations for 1913 of

the three classes of ordinary white sugars imported into India were fixed as follows :—

(*a*)	Sugar, Beet	Rs. 13-12-0
(*b*)	Sugar, Java, 23 D. S. and above	„ 11-8-0
(*c*)	Mauritius D. S. 16 and over	„ 13-4-0

As a matter of fact, these three classes of sugar were very approximate in real value. The Beet and Java might be taken as equal in value, and Mauritius as 4 annas per cwt. less. It was stated that confirmation of these values would, no doubt, be received in response to any inquiries Government might make, and in support of them reference was made to the following Tariff Valuations of these classes, which existed when such valuations were fixed at the discretion of Government :—

	Beet.	Java Whites.	Mauritius.
1908	Rs. 9-8-0	Rs. 9-10-0	Rs. 9-4-0
1909	„ 10-0-0	„ 10-0-0	„ 9-12-0
1910	„ 10-4-0	„ 10-0-0	„ 9-12-0
1911	„ 10-4-0	„ 10-0-0	„ 10-0-0
1912	„ 10-0-0	„ 10-4-0	„ 9-12-0
	The rates for 1913 were—		
1913	Rs. 13-12-0	Rs. 11-8-0	Rs. 13-4-0

It will be seen that the valuations of Java and Beet were practically the same, Beet being valued sometimes higher and sometimes lower than Java. Mauritius was valued at As. 8 less than Beet, and from As. *nil* to As. 8 less than Java, and in every year it was valued at exactly As. 4 less than one or other of these two classes.

The Committee thought it might, therefore, be fairly accepted that Java and Beet were of the same value, and Mauritius As. 4 less.

In view of these facts, it was obvious that the Tariff valuations for 1913 did not represent the true value of the three different classes of Sugar; and it was contended that this was due to the fact that the bulk of the imports of Beet and Mauritius Sugar happened to come at a time when the market was at its highest. The total of Beet Imports during the 12 months only amounted to 3,122 tons as against 291,532 tons of Java Whites.

In view of the fact that the values of these Sugars were approximately the same, as shown above, it seemed to the Committee very desirable that the Tariff Valuations should approximately be the same, otherwise considerable hardship might be inflicted on individuals and trade might be unduly interfered with, and as this could be achieved without any departure from the principles involved in the present system of fixing Tariff Valuations, and without affecting the amount of revenue to which Government were entitled, the Committee hoped Government would see their way to adopt the following system :—

As far as classification and statistics were concerned, the Committee stated, no alteration need be made from present methods; but in the Customs Circular, issued monthly, a footnote might be added showing the three classes grouped together.

Thus to the Customs Circular for the month ending September 1912 (*Government of India Gazette, p. 2090*) would be added a note to the following effect :—

Sugar crystallised— Beet. Java 23 D. S. & above Mauritius 16 D. S. & over.	7,507,301 cwts. Val. Rs. 8,92,99,811 = Rs. 11-14-0 per cwt.

The Tariff Valuation so ascertained for 1913 would be approximately—

Beet	63,448 cwts.	at Rs. 12-0-0 = Rs.	
Java Whites	5,830,658 „		7,07,29,272
Mauritius	1,613,195 „	at Rs. 11-12-0 = Rs.	1,89,55,040
		Rupees...	8,96,84,312

The Committee added that the system of fixing Tariff Valuations would, in their opinion, be very materially improved, if Government could see their way to adopting three years' average instead of only one.

The Director-General of Commercial Intelligence, in reply, however, stated that the Chamber's proposals had been submitted to the Government of India, who, after a careful consideration of the matter, had decided it was undesirable to make any change in the existing arrangement on the experience of a single and very abnormal year. (*Appendix* I-1.)

TARIFF REVISION.

(See *Report* 1912, *pp.* 46, 268.)

In accordance with the usual custom a strong and representative Sub-Committee of importers was appointed to meet the Director-General of Commercial Intelligence on the 26th November 1913, for the purpose of discussing with him the proposed amendments of the Tariff Schedule.

At a later date, the Committee addressed the Collector of Customs in connection with the above meeting and stated that the result for many years had been disappointing, for the Director-General of Commercial Intelligence and the Customs Authorities had never been able to accept, for certain articles, the views of the Chamber's importing Members,

nor, as a result of the meetings, had any material modification—if indeed any at all—been made in the valuations they themselves had put forward, and which appeared to the Committee to be based on erroneous premises. This being so, the Committee felt that the time had come either for a full discussion of the point at issue, or for some different method of consultation with importers, by whom the import duty had to be paid. The Committee were unanimously of opinion that it was no use attempting in future to deal with the matter at an annual meeting, until both sides were agreed as to the true basis of valuations, not only for the articles in question, but for imports generally, and so long as Importers and the Customs were at variance on this point, a meeting was a useless formality which should be discontinued.

The Committee suggested that if the point at issue could be settled, in future one month's notice should be given of intended alterations instead of the usual two or three days, so that, if there was any difference of views, correspondence might be carried on between Importers and the Customs, to be followed, if necessary, by a meeting at which any matter in dispute could be finally settled on the weight of evidence. As, however, the question of valuations was one affecting the whole of India, the Committee further suggested that the views of importing merchants at the different ports should be collected and circulated with full information by the Customs on their proposed rates in cases where there was divergence of opinion, so that fair valuations might eventually be fixed. In the past, the views of other importers had not been known when the question had been under discussion in Bombay, and as nothing passed in the way of correspondence from this Chamber, other Chambers must have been ignorant of the valuations put forward in Bombay and of the reasons supporting them.

The Committee, therefore, urged that a different system should be organized at once, if it was really desired that the trade should acquiesce in the matter. The point at issue in the past was the meaning of the term "local wholesale market value" which the Committee contended was the highest price at which a first seller in the bazaar, after importation, was disposing of his goods wholesale, and as the import duty had to be paid by the importer, there could, in their opinion, be no other meaning of this term for the purpose of duty to be paid on importation on the wholesale market price.

The Committee further stated that, if this question was one which must be taken up with the Government of India, they trusted that the Customs Authorities would lose no time in making a representation on the subject, so that Tariff Valuations in future might be assessed on a basis satisfactory to all concerned.

They enquired, however, whether the Customs Authorities could put forward an alternative suggestion in this connection; and, if so, stated they would be very glad to consider it. They felt, however, that the present method of consultation had broken down and should not, in their opinion, be continued.

A copy of the above letter was forwarded to the Commerce and Industry Department of the Government of India, the Director-General of Commercial Intelligence and the Maritime Chambers of Commerce in India for information.

A copy of the revised Schedule for 1914 will be found in *Appendix* **I-2.**

PIECE-GOODS LIST.

(See *Report*, 1912, *pp.* 46, 266.)

The Director-General of Commercial Intelligence enquired in November 1913, as to whether the Committee had any

suggestions to offer with a view to the revision of the list of Cotton Piece Goods.

The Committee, in reply, stated that they had no suggestions to put forward in this connection. (*Appendix* I-3.)

FLORAL WATER PERFUMES.

The Government of Bombay, having been approached by the Government of India with regard to the assessment of Customs duty on preparations known as "floral water perfumes," forwarded certain correspondence in this connection to the Chamber with a request for their opinion on the matter.

Inquiry, it was stated, had elicited the fact that the duty on such perfumes was assessed on different bases in different ports. The Government of India were contemplating measures calculated to introduce a uniform system at all ports.

From the accompanying copies of correspondence it appeared that a certain firm had been charged with duty on three cases of "floral water perfumes" which, they averred, contained no spirit whatsoever. The Collector of Customs, Calcutta, regarded these "floral water perfumes" as "perfumed spirits" since analysis showed them to contain a certain small percentage of alcohol. Duty had been charged accordingly.

The point for consideration in this matter was whether the definition "perfumed spirits" should be understood to cover all preparations containing spirit in any but a negligible quantity (a view to which the Government of India were inclined), or whether a certain amount of latitude should be allowed, preparations containing a moderate amount of spirit being admitted as "floral water perfumes" at a lower rate of duty.

The Committee gave the correspondence submitted to them their careful consideration; but as there appeared to be differences of opinion between the shippers and the Government Analyst on questions of fact, they informed Government that they much regretted they were unable to express an opinion on the merits of the case put forward. (*Appendix* I-4.)

REFUND OF IMPORT DUTY ON GOODS TRANSMITTED IN BOND TO KASHMIR.

The Bombay Government forwarded to the Chamber, for information, copies of correspondence that had taken place in connection with certain amendments that had been made in the rules and forms prescribed by the Government of India, regarding the payment of refunds of Import Duty on Goods transmitted in bond to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkestan.

The papers in question were placed at the disposal of members interested and are now, for purposes of record, reprinted in *Appendix* I-5.

RAILWAY TERMINAL ARRANGEMENTS.

(See *Report*, 1911, *pp.* 37, 380.)

The Bombay Government forwarded to the Chamber, a copy of the agreement made between the Great Indian Peninsula Railway, the Bombay, Baroda and Central India Railway and the Bombay Port Trust, supplemental to the terms of the agreement referred to in the Report for 1911, relative to the Railway Terminal arrangements in Bombay. This agreement laid down the procedure to be followed in the event of any dispute or difference arising between the three signatories or any two of them in respect of any matter

specified in the previous agreement or with reference to anything arising out of or incidental thereto.

The full text of the agreement will be found in *Appendix* J-1.

RAILWAY RATES FOR MANGANESE.

(See *Report*, 1911, *pp.* 34, 342).

The Agent, G. I. P. Railway, forwarded the Chamber a copy of a letter that had been addressed to the Railway Board by the Indian Manganese Company, Ld., Calcutta, suggesting that the Bengal-Nagpur Railway should be allowed to quote for Manganese, from stations on their line, the same freight charges to Calcutta as are in force to Bombay, subject to the condition that these charges should be confined strictly to a period from the 20th January to the 30th June 1913. The Railway Board enquired whether the G. I. P. Railway had any objection to the proposal. The G. I. P., however, replied that they could not agree to it as important principles appeared to be involved which required consideration.

The Agent of the G. I. P. Railway asked for the views of the Committee on the subject, and pointed out that the proposal, if agreed to, would mean that the B.-N. Railway would be allowed to quote rates below the minimum; and, although, as a means of assisting temporarily the Manganese Ore trade for a limited period, the suggestion appeared reasonable at first sight, it had to be remembered that arguments had been put forward for waiving the minimum in the case of other commodities in favour of Calcutta, and it was possible that such a concession as was proposed might be treated as a precedent, and be quoted as an admission of a principle, the application of which might have far-reaching effects on Bombay trade.

In reply, the Committee stated they agreed with the Agent that a very important principle underlay this suggestion, and in the interests of Bombay trade generally they could not approve a proposal under which, even although temporarily for a particular purpose, the B.-N. Railway would be allowed to quote below the minimum, for this might lead to similar demands from other Railways to the detriment in the long run of the trade of Bombay. If the proposal was allowed, it was, moreover, certain that the bulk of, if not all, the Bengal-Nagpur wagons, available for ore traffic, would be diverted to Calcutta and the result would be a great reduction in the quantity of ore brought to Bombay, as the G. I. P. were apparently unable to supply sufficient wagons even for a restricted trade.

The Committee were of opinion that the permanent interests of Bombay as a port must take precedence of the temporary interests of a particular branch of trade, when, as in the case in point, an important question of principle was at issue. (*Appendix* J-2.)

IMPROVED RAILWAY COMMUNICATION IN JODHPUR AND BIKANER.

In June 1913, the Railway Board forwarded certain proposals for improved means of Railway communication put forward by the Durbars of Jodhpur and Bikaner and requested the views of the Chamber on the matter.

Briefly stated, the scheme of the two Durbars, as agreed upon at a joint meeting held at Jodhpur in December 1912, was as follows :—

(1) That the Jodhpur line from the frontier to Kuchaman Road should be converted to the broad-gauge with a direct route between Balotra and Jodhpur.

(2) That the British section from the frontier to Hyderabad should be converted to the broad-gauge.

(3) That the lines Degana to Jaswantgarh, Merta Road to Bhagu, Jodhpur to Balotra *via* Luni, Luni to Marwar should remain metre-gauge and be worked as feeders to the main line.

That a further system of metre-gauge feeders should be built in the future from Degana, *via* the southern part of the Jodhpur territory, to Bhilva and Luni.

(4) That a metre-gauge line should be made from Bikaner *via* Jaisalmer to the vicinity of Hyderabad.

(5) That a metre-gauge line should be made from the vicinity of Ratangarh or Choru to Delhi.

(6) That the capital required to carry out (1) and (2) should be provided by the Jodhpur Durbar.

(7) That the capital required to carry out (4) and (5) should be provided by the Bikaner Durbar.

Having carefully considered this scheme and having also discussed it with the Hon'ble Sir T. R. Wynne, the Committee, in replying to the Railway Board, stated that they had no real objections to offer with regard to the Jodhpur Durbar's proposal to convert from metre to broad-gauge their main line from Khokhropur Station to Kuchaman Road and to their request for the conversion of the section of the Jodhpur-Bikaner Railway, which lay between the British frontier and Hyderabad. But they felt that the construction of a direct chord on the broad-gauge from Balotra to Jodhpur, a distance of approximately 60 miles, was a measure of improvement of the existing line which must of necessity affect the trade of Bombay

The shortening of the distance between Hyderabad and Kuchaman Road would, of course, reduce the present through rates and, with the extra facilities offered by the conversion of the whole of this system from metre to broad-gauge, it seemed to follow that a portion of the traffic, which found its way to Bombay *via* the Rajputana-Malwa Railway from the districts to the north of the Jodhpur-Bikaner section, would almost certainly be attracted to Karachi.

The Committee had no wish to raise obstacles to the free flow of trade to Karachi, provided the interests of Bombay were not prejudiced; but they felt that the inevitable effect of the present proposals would be that most of the trade of Northern Rajputana, Southern Punjab and parts of the United Provinces would be diverted to Karachi. As an example the Committee pointed out that there was considerable traffic between Bombay and Bikaner, but that under the conditions created by the Jodhpur proposals, a consignment from Bombay to Bikaner or *vice versa* would be transhipped no fewer than three times, *viz.*, at Sabarmati, Jodhpur and Merta Road.

The Committee further submitted that the present proposal appeared to them to be only part of a much more important scheme which was to culminate either in a through broad-gauge line to Delhi *via* Agra or direct; and if this were so, the additional facilities that would thus be afforded to the trade of Karachi would, undoubtedly, be at the expense of the trade of Bombay. The Committee only mentioned the matter at this stage for the purpose of drawing attention in time to the vital necessity of some provision being made, which would enable the two Railways serving this port to extend their sphere of influence in proportion as it would be reduced when the Delhi-Karachi scheme was promulgated.

The Committee went on to say that they would much appreciate an assurance to the effect that the Rajputana-Malwa Section of the B. B. & C. I. Railway would be given through communication with Northern Rajputana if the present scheme was carried through, either by linking up Merta Road and Degana with Ajmer or by some other metre-gauge system which would meet the requirements of the case.

As had already been stated, the Committee had no serious objections to put forward in connection with the proposal to convert to broad-gauge the existing metre-gauge line from Kuchaman Road to Hyderabad, Sind; but the proposed construction of a direct chord from Balotra to Jodhpur could hardly be justified on the score of increasing the carrying capacity of an existing line to the extent of enabling that line to deal expeditiously with the traffic offering. If, therefore, the linking up of Balotra with Jodhpur was finally approved, they felt that the trade of Bombay was well within its rights in pressing for the very obvious extension from Muttra to Aligarh, a distance of only 41 miles, which would give Bombay direct access on its own metals to the cotton and grain districts now served by the Oudh and Rohilkhand and North-Western systems.

If the objection raised against the construction of this latter chord were permitted to hold good in the interests of either Calcutta or Karachi, the Committee respectfully contended that due weight must be given to the arguments advanced from this side in connection with the Balotra-Jodhpur chord. The trade of Karachi and the interests of the port generally would be materially benefited, if the scheme as set forth was carried out in its entirety; and the Committee therefore submitted that the claims of Bombay to be allowed through communication on its own metals with the districts to the North of Aligarh could not now be further ignored.

The Committee had no objection to put forward in connection with the Bikaner Durbar's proposals, provided the local traffic only was tapped; but they felt they could not accept without comment the claim which was made regarding that Durbar's right to oppose the construction by a company or anyone else of railway lines through the Bikaner State. If this were accepted as a general rule applicable to Native States, it might, the Committee thought, become an obstruction to commerce; and they would therefore be glad to receive the Railway Board's assurance that, without some necessary qualification, it was not upheld as an axiom.

A copy of the Committee's reply to the Railway Board was also forwarded to the Government of Bombay, stress being at the same time laid on the importance of the Chamber's proposal with regard to the extension from Muttra to Aligarh. This short link, the Committee pointed out, had been considered an integral part of the Nagda-Muttra project as far back as 1894, and the Government of Bombay in their letter to the Railway Board, dated 5th January 1910, had very strongly supported the Chamber's proposals in this connection. The Committee hoped that Government would use their influence with the Government of India to the extent of again recommending that the extension from Muttra to Aligarh be favourably considered. (*Appendix* J-3.)

TERMS FOR CONSTRUCTION OF BRANCH AND FEEDER RAILWAY LINES BY PRIVATE ENTERPRISE.

(See *Reports*, 1868-69, *p.* 298; 1890, *pp.* 144, 232; 1891, *pp.* 187, 567; 1895, *p.* 549; 1899, *pp.* 72, 171; 1902, *p.* 17; 1903, *pp.* 81, 458.)

The Railway Board forwarded to the Chamber a copy of a Government Resolution stating the revised terms on which

the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to Railways worked by Companies.

For purposes of record the Resolution in question will be printed in full in *Appendix* **J-4.**

STRIKE ON MADRAS AND SOUTHERN MAHRATTA RAILWAY.

On 30th April 1913, a letter was received from the Madras Chamber forwarding a copy of a letter addressed by them to the Government of India with reference to the then threatened strike on the Madras and Southern Mahratta Railway. In this letter the Madras Chamber supported the claims of the Administration of the M. and S. M. Railway to deal direct with its own staff and not through any third party, such as the Amalgamated Society of Railway Servants, under the direction of which Society a strike was then imminent.

Further, the Madras Chamber urged upon Government the desirability of such legislative or other measures as might be necessary to deal with strikes on Indian Railways with a view to safeguard commercial interests and the convenience of the travelling public from avoidable injury, and to insure that such strikes were not initiated without the concurrence of a majority of the Railway employees concerned, or without reasonable notice.

After fully discussing the matter, the Committee replied that they endorsed the Madras Chamber's views, but at the same time appreciated the difficulty of formulating definite proposals in the matter.

The Committee then gave a brief outline of a scheme for effecting speedy settlements of labour disputes recently

devised by the Canadian Government: An Act had been passed which provided that, where a strike or lockout was threatened in certain industries, before such a strike or lockout could legally take place, the parties must refer their differences to a Board for settlement. The Act provided machinery by which they made this reference. Each party must serve a notice informing the Government that, unless a Board was appointed, a strike or lockout would take place; that they had exhausted all possible means of arriving at a settlement between themselves, and that they asked the Government to appoint a Board. The notice served on the Government contained a statement of the differences and a copy of that statement was required by the Act to be sent to the other party to the dispute.

A Government official then called on each party to name a member for the Board, and the two so chosen were given an opportunity to agree upon a Chairman. If they were unable to do so within a specified time the Government official appointed the Chairman. If either party failed to name a member for the Board, the Government official appointed some one to act in place of the party not making the appointment.

The Board so constituted had power to compel the production of documents; it might subpœna witnesses; it might take evidence under oath, but its duty was that of a Conciliation Board and a Board of mediation. If a settlement could be effected, a report was prepared by the Board and sent to Government. If, however, a settlement was not possible, a report was prepared and given to the public through the Press; and this report set out what in the opinion of the Board was the real trouble at issue and what in its opinion ought to be done in justice to the situation to prevent a strike or lockout.

The Committee further pointed out that this was a system not of compulsory arbitration but of compulsory investigation.

If the public were subjected to the inconveniences caused by strikes, the public knew what the trouble was about and what in the opinion of men, who had been appointed to look into it, appeared to be the right and fair course to pursue.

The Committee then showed that during the 5 years the Act had been in force, 132 applications for Boards under the Act had been made and in all but 15 cases strikes had been averted.

With regard to the Madras Chamber's suggestion that strikes should not be initiated without reasonable notice, the Committee stated they were of opinion that no legislative enactment on those lines was likely to be effective, and cited the example of the Portuguese Act of 1910 by which 14 days' notice of intended strikes must be given. A few weeks after the passing of this Act, a violent railway strike had broken out and the employees had not troubled to give notice.

The Committee suggested, however, greater powers might with advantage be conferred on local managements in connection with increases of pay in certain grades of railway administration. Matters of this kind had frequently to be submitted to the Home Board and this meant considerable delay before a settlement was arrived at, which must be unsatisfactory to those concerned.

A copy of the above letter was sent to the Railway Board and the Commerce and Industry Department of the Government of India for information. (*Appendix* **J-5.**)

RAILWAY RATES FROM AGRA FORT TO BOMBAY.

The B. B. & C. I. Railway in February 1913 informed the Chamber that, until further notice, traffic would be booked by that Railway from Agra Fort to Bombay at the same rates as obtained by the G. I. P. Railway route *via* Itarsi. The

following letter had consequently been sent by the General Traffic Manager to the Station Master at Agra Fort :—

"Please note that until further notice consignments of goods tendered for despatch at Agra Fort for Bombay may be accepted and booked by the Nagda-Muttra route *via* Muttra Junction, charge being made from Agra Fort to Bombay as under :—

"In cases where maund rates are quoted ... ... } One anna per maund less than the present rates."

"In cases where wagon rates are quoted ... ... } Rs. 10 per wagon less than the present rates."

SIMPLIFICATION OF GOODS TARIFF.

(See *Report*, 1912, *pp.* 65, 459.)

In December 1912, the Committee passed on to the Railway Conference Association certain suggestions that had been submitted by Members for the amendment of the General Rules of the General Classification and for classification of certain commodities. These suggestions were duly considered by the Goods Classification Committee and their views on the various proposals are briefly as follows :—

(1) In regard to the inclusion of fire risk in all Railway Risk Rates, the Committee were of opinion that legal opinion should be taken on the subject before the suggested alteration was made.

(2) With reference to the question that timely notice should be given before Railway rates were enhanced, the Committee were of opinion that the minimum period in force of one month was reasonable; but that if any trader had occasion to complain that his interests had suffered through the application of the rule as it stood, any representation he might

make to the Railway Administration concerned would doubtless receive sympathetic consideration.

(3) As regards the question of the despatch of goods by the cheapest route, in the case of stations from which goods could be booked to destination by two or more routes, the Committee thought that the rules in force met the requirements of the case, since a receiving station could not under these rules charge rates by other than the cheapest route, unless the sender made the prescribed declaration to the effect that the goods had, at his request, to be despatched by a route which was not the cheapest.

(4) Regarding the question of re-weighment by consignees and refund of overcharges, the Committee stated they had no information that Railways had ever raised any difficulties about re-weighing consignments in such cases and did not think there was any need for any addition to the rule as suggested.

(5) Certain changes in the classification of chemicals were recommended by the Committee to the Railway Conference Association.

The Chamber were also notified of the meetings of the Goods Classification Committee at Coonoor on the 16th June 1913; at Simla on 17th to 20th September 1913, and at Madras on 2nd February 1914. Members were informed in each case of these meetings to enable them to put forward such suggestions as they might have had in mind. (*Appendix* J-6.)

CONTROL OF ROPEWAYS.

(See *Report*, 1912, *pp.* 70, 478.)

The Railway Board in a letter to all Local Governments and Administrations stated that the Government of India had

under consideration the advisability of undertaking legislation for the control of ropeways, a form of transportation, which appeared likely to find increasing favour with private promoters particularly in mountainous tracts where the cost of Railway construction was necessarily high.

In this connection, it was pointed out that the provisions of neither the Railways Act nor the Tramways Act applied to ropeways, and that the only Act of the Indian Legislature which afforded Government any means of controlling the construction of a ropeway was the Land Acquisition Act, since under that Act Government would have to decide that any proposed ropeway was necessary for a public purpose, before the provisions of the Act could be applied. Even as regards construction, this would appear to afford an inadequate degree of control, since it was possible that promoters might acquire all the land necessary for the purposes of a ropeway—not as a rule an extensive area—by private negotiation, while as regards working, existing legislation afforded no control.

In these circumstances it appeared to the Railway Board that the time was approaching when it would be advisable to frame an Act on the lines of the existing Railway Act for the control of ropeways.

It was explained that though it might appear at first sight that a ropeway was more akin to a tramway than to a railway and that for this reason the proposed Act might preferably follow the lines of the Tramway Act, the Government of India considered that for the following reasons ropeways were more likely to resemble railways in the purposes for which they would be constructed and in the actual work which they would have to perform. Ropeways were likely to be constructed primarily for the conveyance of goods; the carriage of passengers, if undertaken at all, being subsidiary

to this main business. They would also as a rule be constructed with a view to connecting towns, villages and other centres of production with railway stations or with centres from which other means of transport were available. A ropeway would not in ordinary circumstances lie within the limit of a single Municipality.

It was contended that as ropeways might in course of time prove valuable feeders to existing railways, it might prove expedient to extend concessions similar to the "Branch Line Terms" to enterprises of this nature.

Ropeway projects were thus liable in certain cases to be submitted where alternative proposals for the construction of branch railways had been received, and in other cases, if adequate control was not exercised, might enter into competition for traffic with existing railways.

While the Government of India were inclined to think that action in the direction indicated in the foregoing paragraphs was desirable, they wished to obtain before moving further in the matter the views of Local Governments on the following points:—

(1) Whether Legislation for the control of the construction and working of ropeways was desirable.

(2) What form such Legislation, if it was undertaken, should assume.

In connection with the second question a draft Bill for the control of ærial ropeways in Bengal was submitted. It had however been decided not to proceed with this Bill in view of the probability of Imperial legislation on the subject being undertaken.

The Chamber's views were solicited in connection with the proposed legislation.

In reply the Committee stated that in their opinion legislation for the control of the construction and working of ropeways was desirable and that they generally approved the provisions of the draft local measure prepared by the Government of Bengal. In commenting on Section 24 of the Bengal Bill, which laid down that no promoter shall, in the course of construction, repair, working or management of an ærial ropeway, in any way injure any public road, railway, tramway or waterway or obstruct or interfere with traffic on any public road, railway, tramway or waterway, the Committee stated they felt the section was perhaps rather too stringent, in view of the fact that a temporary obstruction might be unavoidable during the construction or repair of a ropeway. It was suggested this might be provided for in the Bill, subject to such local supervision and control as might be necessary. (*Appendix* J-7.)

RENEWAL OF EASTERN MAIL SERVICE CONTRACT.

In July, the Collector of Customs informed the Chamber that the terms on which the contract with the P. & O. S. N. Company for the Eastern Mail Service would be renewed were shortly to come under the consideration of the Government of India, and requested the Chamber's views in the matter for submission to Government.

The subject was very fully discussed from the various points of view, and as a result of their deliberations, the Committee submitted for consideration the following recommendations :—

(*a*) A bi-weekly service to and from Bombay, *i.e.*, two mails a week each way.

(*b*) Tenders should be invited for each service separately and for the two together.

(*c*) A more convenient port in Italy for the arrival and departure of mails would be an advantage inasmuch as passengers and mails could be carried throughout in the one steamer, and the saving effected by doing away with the Ferry Service from Brindisi to Port Said would assist in developing a bi-weekly service.

(*d*) If the cost of an increased speed did not prejudice a bi-weekly service, which was considered very important, the mails leaving London the same time as at present, should reach Bombay on Thursday morning and the second service on Monday morning. Failing this the arrivals should be Friday and Tuesday mornings. To the north of England it would be an advantage, however, if letters could be posted up to Friday evening to leave London on Saturday morning, or, say, 12 hours later than at present; but this, it is understood, under present conditions would cause difficulties at the Post Office in London, owing to the arrival of the Indian Mail on Friday afternoon or evening (this pressure, however, would be less with a bi-weekly service).

(*e*) If a bi-weekly service could not be established, the present Mail service should be accelerated by 24 hours.

(*f*) The days of departure from Bombay should be Wednesday and Saturday.

(*g*) There could be no question that for India as a whole Bombay was the most convenient and suitable port for arrival and departure of the European Mail.

(*h*) A direct Mail to Karachi would not benefit Bombay nor a large part of India.

(*i*) The Committee strongly recommended two direct Mails a week to Bombay because :—

(i) Postal matter to and from this country had very largely increased as was indicated in the following figures:—

LETTERS FROM INDIA.

1901	3,636,000
1911-12	12,305,000

NEWSPAPERS FROM INDIA

1901	1,221,000
1911-12	2,343,000

PARCELS FROM INDIA.

1901	69,000
1911-12	127,000

LETTERS FROM THE UNITED KINGDOM.

1901	4,270,000
1911-12	14,447,000

NEWSPAPERS FROM THE UNITED KINGDOM.

1901	7,770,000
1911-12	13,336,000

PARCELS FROM THE UNITED KINGDOM.

1901	118,000
1911-12	332,000

(ii) There had been an enormous increase in the volume of trade of the country, since the "once-a-week" service had been arranged in 1868; the figures were as follows:—

1868	100 Crores.
1912-13	435 Crores.

(iii) Other countries had several Mails a week with Great Britain—Canada, 3 or 4, Australia, New

Zealand, Ceylon and the Straits Settlements had 9 or 10 opportunities of posting every month.

(iv) Cargo steamers had greatly increased their speed and trade was hampered by the frequently late arrival of shipping documents.

(v) Banking facilities from a trade point of view needed expediting.

In conclusion, the Committee pointed out that a service of two Mails a week each way would permit of replies being sent to letters earlier than at present, and as to the transmission of shipping and financial documents, bills of exchange, and so forth, the rapidly increasing trade of the country needed, in the opinion of the Committee, additional Mail facilities, so that important documents of this character might not have to wait several days for a Mail as was the case under existing conditions. (*Appendix* **K-1.**)

MAXIMUM WEIGHT OF SAMPLE PACKETS.

The Government of India informed the Chamber that it had been represented to them that the maximum weight of 80 tolas permissible in the case of the sample packets sent by the Inland post, which had been fixed in 1899, gave rise to some inconvenience. Adequate samples of various articles could not be sent by the Inland post on account of this limit of weight. It was noted that the merchants in the United Kingdom had an advantage over Indian Merchants on account of the higher limit of 5 lbs. allowed in the case of sample packets sent from England. It had accordingly been suggested that the maximum limit for Indian inland sample packets should be fixed at 200 tolas.

Government pointed out that on the other hand the limit prescribed by the rules of the Postal Union was 350 grammes or 30 tolas, and that in the case of the inland post of the majority of European countries the limit varied from 30 to 43 tolas. Moreover, the Indian inland rate for unregistered parcels exceeding 80 tolas, was only slightly higher than it would be for packets if the existing scale were extended to 200 tolas. The actual inconvenience arising from the existing limit of 80 tolas for samples did not, therefore, appear to Government to be great.

The Government of India enquired whether, in the opinion of the Chamber this limit for sample packets sent by the Inland post was so low as to cause inconvenience or unfairness to trade in this country.

In reply the Committee contended that the general public would derive no real benefit if the maximum weight was increased from 80 to 200 tolas, unless the rates were also revised. The present rates for sample packets and for unregistered parcels (up to 400 tolas) were apparently identical —10 tolas in each case for ½ anna—excepting, of course, that the minimum charge for the former was ½ anna while the latter stood at two annas.

In the absence, therefore, of any strong reasons for the proposed change, the Committee were of opinion that an increase in the maximum weight permissible for sample packets could not be justified. (*Appendix* **K-2.**)

COMMITTEE ON LIFE SAVING APPLIANCES.

The Government of India in November 1913 appointed a Committee consisting of Mr. C. G. Todhunter, I. C. S., President; The Hon'ble Sir Fazulbhoy Currimbhoy Ebrahim, Kt.; Mr. W. H. Ogston; Commander C. J. C. Kendall,

D.S.O., R.I.M. and Captain P. de St. Croix, for the purpose of enquiring into the efficiency of the existing rules in respect of the provisions of life-saving appliances in vessels plying to and from or within British Indian waters.

The Committee above referred to prepared a set of questions for witnesses and in forwarding a few copies to the Chamber requested that they might be distributed to members likely to be interested in the subject. The copies were accordingly sent to shipping firms, members of the Chamber, with a request that the replies might be sent direct to the Secretary of the Committee on Life-saving Appliances. (*Appendix* L.)

PORT DUES AT RANGOON.

The Government of Burma forwarded to the Chamber for information the accompanying notification in connection with the raising of the Port Dues at Rangoon.

MARINE AND COMMERCE DEPARTMENTS.

NOTIFICATION.

RANGOON, 26*th April* 1913.

Under the provisions of Section 33 of the Indian Ports Act, 1908, and in supersession of so much of Finance and Commerce Department Notification No. 33, dated 23rd July 1889, as relates to the Port of Rangoon, the Lieutenant-Governor declares that, with effect from the 1st July 1913, a port due at the rate of 4 annas per ton shall be levied on sea-going vessels of ten tons and upwards entering the port of Rangoon.

The Notification in question was duly circulated to steamer agents for their information.

INDIAN COASTING TRADE.

The Bengal Chamber favoured this Chamber with a copy of a letter they had addressed to the Government of India, with reference to the competition of Japanese vessels in the Indian Coasting Trade, and asked for the support of this Chamber to their representation.

The Committee, accordingly, addressed the Government of India in the matter and pointed out that the Bengal Chamber's letter showed that, so far as India was concerned, British Shipowners were being subjected to unequal and unfair competition, in that whilst Japanese vessels were permitted to enter freely into the Indian Coasting Trade, no British steamers were allowed to carry either passengers or cargo from one Japanese port to another.

The Bengal Chamber stated very fairly that they did not expect the Government of India to protect British steamship owners against fair and equal competition, but they pointed out that Japanese Shipping Companies were subsidised by the Imperial Government of Japan, and from particulars obtained by the Bengal Chamber, it appeared that without the Imperial subsidy the accounts last year of the Nippon Yusen Kaisha would have shown a considerable loss. It seemed evident from this that without a subsidy the Company could not continue and it proved that they were working at cut-rates in their competition with British Companies. The Committee of this Chamber, after full consideration of the papers submitted to them, agreed in the protest made by the Bengal Chamber of Commerce against the intrusion of these state-aided vessels into the Indian Coast Trade. Such competition, the Committee considered, was neither fair nor reasonable, and its existence appeared to call for the prompt intervention of His Majesty's Government.

The Committee noted that a representation had been made to the Secretary of State in this connection, but apparently without result, and expressed a hope that, as suggested by the Bengal Chamber, the Governor-General in Council would again move in the matter, and urged that such steps should be immediately taken as might be calculated to ameliorate the position.

The Government of India, in reply to the Chamber's representation, forwarded a copy of a letter they had addressed to the Bengal Chamber, in which it was stated that His Majesty's Secretary of State for India had been addressed on the subject recommending that the Japanese Government should be moved, when a favourable opportunity occurred to reconsider their attitude towards the participation of British ships in the coasting trade of Japan.

The Government of India further intimated that they were awaiting the decision of the Secretary of State in the matter.

The Secretary of State for Foreign Affairs was also addressed in the above connection by the London Chamber of Commerce, who advocated retaliatory measures by imposing charges upon foreign subsidised steamers trading to British ports in India and the Far East, charges of such a nature as to counterbalance the unfair advantage which certain foreign lines enjoyed by reason of these subsidies. (*Appendix* M.)

STRIKE EXPENSE CLAUSES IN BILLS OF LADING.

The Bombay Underwriters' Association drew the attention of the Chamber to the fact that the International Shipping Federation, Ld., were seeking to include in all Bills of Lading a series of new clauses dealing with strike expenses,

the general effect of which would be to throw upon shippers or consignees of cargo one-half of any additional expenditure incurred by reason of strikes, lockouts, trade disputes, etc.

The result of the insertion of these proposed new clauses, it was pointed out, would be

(1) that though shippers or consignees, as the case might be, were not ordinarily parties to the dispute giving rise to a strike and had no control over its conduct or settlement, one-half of any expenditure which the shipowner or his agents might think proper to incur would be automatically thrown upon their shoulders, and

(2) that such expenditure, being quite outside the liabilities covered by a policy of marine insurance, would not be recoverable under such contracts.

The Bombay Underwriters' Association therefore suggested that action should be taken with a view to preventing the insertion of the new clauses in Bills of Lading.

A letter to the same effect was also received from the London Chamber of Commerce.

The Committee, after carefully considering the matter, sent the following cablegram to the London, Manchester, Liverpool and Glasgow Chambers of Commerce :—

> "Bombay Chamber strongly protests against insertion of proposed new strike clauses in Bills of Lading and wishes to associate itself with any protest that is being made by Home Chambers."

In a letter to the same Home Chambers, the Committee expressed the hope that combined action was being taken with a view to strongly opposing the insertion of the new

clauses which would have the effect of saddling shippers or consignees with an unknown, and possibly heavy, liability which had hitherto been considered incidental to the business of shipping. They were of opinion that the risk could be adjusted by shipowners in their freight charges and therefore shippers or consignees should not be burdened with it.

Replies were in due course received from the above Chambers intimating that they were opposing the insertion of the clauses in question. (*Appendix* **N.**)

CARBIDE OF CALCIUM.

(See *Report* 1912, *pp.* 79, 511.)

It will be seen from the Chamber's Report for 1912, that the Committee, on receipt of a representation from the Port Trust, addressed the Fire Insurance Association with reference to the objections raised by the Insurance Companies to the landing of Carbide of Calcium in the Docks under the special provisions proposed by the Port Trust.

The Fire Insurance Association, in reply, however, stated that with the information before them, it seemed to them that the trade in Carbide of Calcium was not affected to such an extent as to call for any alteration in the rules governing the landing of this class of goods.

The Committee did not agree with this decision, and in addressing the Port Trust in the matter, recommended that the firms interested in this trade should communicate direct with the local Fire Insurance Association or the Fire Offices Committee in London with a view to securing the facilities for landing this cargo which appeared to obtain in Calcutta and other parts of the world. (*Appendix* **O.**)

SUGAR DELIVERIES AT THE DOCKS.

In December 1912, the Port Trust informed the Chamber that considerable difficulty was being met with in attaining such conditions as would promote rapid clearances of sugar from the Docks, and in this connection a report of the Docks Superintendent was submitted, detailing the difficulties encountered and offering suggestions to remedy matters.

It was mentioned that similar difficulties were being experienced at Karachi where the Port Trust had decided to sort only to main marks. The Chamber was asked to co-operate in assisting in carrying out the suggestions of the Docks Superintendent, who stated that—

The difficulties in sorting and stacking were due to various causes which could be summarised as under :

(1) A larger number of main marks than formerly and numerous and confusing countermarks.

(2) Imperfect and very bad marking of the bags.

(3) Rapid discharge of cargo.

(4) Discharge of cargo at night.

(5) Limited shed accommodation.

(6) Merchants breaking piles and scattering bags about when taking delivery.

The Docks Superintendent's suggestions were briefly :—

(*a*) That the number of marks should be reduced.

(*b*) That marking should be large and clean.

(*c*) That vessels when loading should stow by marks, and when discharging here discharge by marks.

(*d*) That discharge of sugar at night should not be allowed.

After consulting members interested, both Sugar Importers and Steamer Agents, the Committee informed the Port Trust that they recommended that the Trustees, after giving due notice, should only deliver to main marks.

As regards the Docks Superintendent's suggestion that vessels should stow and discharge by marks, the Committee considered this proposal was not feasible, as it was impossible for steamers to stow according to marks, because of the conditions obtaining at the ports of loading, in many of which the cargo comes alongside in boats containing different marks, or a number of boats of various marks come on the same day. Again, a number of bags which might be rejected at port of shipment, owing to imperfect markings, might again be sent alongside after re-marking, and it was then, of course, impossible to stow these bags with the cargo to which they originally belonged, as the latter had already been covered up by the sugar of other shippers.

As regards the Docks Superintendent's suggestion that steamers should not be allowed to discharge sugar cargoes at night, the Committee were not prepared to acquiesce in the suggestion, as there was a divergence of opinion among Importers and Steamer Agents.

In connection with the Docks Superintendent's remark regarding the breaking of piles by merchants, the Committee stated that in their opinion such breaking of piles might add to the confusion which existed and might also accentuate the delays in deliveries, hence their suggestion that the Port Trustees should stack and deliver by main marks only to the original Importers. It was felt that a system of stacking by main marks and delivering by counter-marks would merely add to the confusion that existed.

In April 1913 a notice was forwarded by the Port Trust to Steamer Agents and Sugar Importers, stating that it had been decided that commencing from 1st June 1913 all sugar cargoes from Java, Mauritius and Europe would, on being landed from vessels in the Docks, be sorted and stacked only according to main marks and would be delivered to the original Importers. On and after that date, sugar would not be sorted and stacked according to countermarks and delivery would not be given on separate delivery orders issued against Bills of Lading, the original importers being required to take delivery of their consignments themselves.

Addressing the Port Trust in connection with the above notice, the Committee submitted the following modifications for consideration :—

(*a*) that main marks in the case of white sugars should be taken as including the Refinery Brand, the country of origin, the Importers' marks and the Port of destination.

Example—

T M O
Made in Java
Ralli
Bombay.

(*b*) that main marks in the case of brown sugars should be taken as including the marks mentioned in (*a*), *plus* the "Standard Number."

(*c*) that delivery on main marks should be given by the Port Trust to holders of Importers' Delivery Orders issued against Bills of Lading or Steamer Agents' Delivery Orders lodged with the Docks Superintendent.

In their reply the Port Trust accepted the Committee's proposals (*a*) and (*b*) but stated that proposal (*c*) required modification to the effect that the Port Trust would deliver sugar by the main marks to the *original* holders of the Importers' Delivery Orders issued against Bills of Lading or Agents' Delivery Orders lodged with the Docks Superintendent, but would decline to deliver on any subsequent endorsements by the holders of such Delivery Orders.

These alterations, the Port Trust added, could only be put into practice, provided that a full list of sugar, showing the marks to which it was to be sorted, was in the hands of the Docks Superintendent before commencement of the discharge of a vessel and that the Refinery Brands and Standard Numbers furnished were not numerous and confusing.

After the matter had been fully discussed by the Sugar Importing Members of the Chamber, the Committee replied that there were no serious objections to the proposals put forward in connection with the delivery of sugar by main marks to the original holders of Importers' Delivery Orders, issued against Bills of Lading or Agents' Delivery Orders lodged with the Docks Superintendent; but they felt that such a system would tend to retard rather than accelerate deliveries, with the result that the object in view, in putting forward the proposals, would be defeated.

The Committee further submitted that, if the Port Trust could deliver to the original holder, they could equally well deliver to a holder by endorsement, provided the Delivery Order had not been split up. It was recognised that serious objections could be raised by the Port Trust, if it were the general practice of the trade to split Delivery Orders. This, however, was not the case, and, so far as was known, only happened occasionally. A notice from the Port Trust to the effect that the practice of splitting Delivery Orders must be

discontinued, would, it was believed, suffice to put an end to the matter. Finally, the Committee stated that Sugar Importers were quite willing to furnish, when possible, particulars of the various marks before a vessel began to discharge a cargo of sugar; but in view of the fact that documents generally arrived by the vessels bringing the cargo, in the case of Mauritius sugar and occasionally in the case of Java sugar, Importers could not undertake to give this information every time.

On 24th December 1913, the Docks Superintendent informed the Chamber that from 1st March 1914 all cargoes of sugar from Europe, Java, Mauritius or elsewhere would, in the ordinary course, and on being landed, be sorted and stacked in the Docks Transit Sheds only to main or consolidated marks.

Consignees requiring their sugar to be sorted to counter-marks which sorting would only be undertaken when sufficient space was available, would be charged an extra sorting fee of annas 3 per ton and would be liable for all extra fees that might accrue in the meanwhile and until delivery was effected. Due notice that such sorting to counter-marks would be required must be given to the Docks Department before a vessel commenced to discharge her cargo. *(Appendix* **P.**)

DAMAGE TO COTTON SHIPPED TO JAPAN.

The attention of the Committee was drawn during the year to the high percentage of damaged bales of cotton received in Japan out of consignments from Bombay and to the troubles, difficulties and loss caused thereby to consignees and others.

They accordingly addressed all members interested in the matter and pointed out that whilst in some instances the damage was undoubtedly caused by salt water or as the result

of fire whilst the Cotton was in transit, there were good reasons for thinking that amongst the bales complained of, some had been in contact with water before being placed on board in Bombay, and in some cases it was believed clean Bills of Lading were signed for these bales by the Steamer Agents or the Master, although the mates' receipts had been claused.

The Committee were of opinion that such a procedure would be not only irregular but illegal, and from a Marine Insurance point of view distinctly unfair, inasmuch as it would lead to claims being put forward although the damage might have occurred at a time when the cargo was not covered by the Marine Policy.

The Committee felt that in the interests of the trade generally greater care should be exercised and requested that shippers of cotton should take steps to ensure that their consignments were really in good condition before being taken on board, and further that Steamer Agents should only sign clean Bills of Lading against clean mates' receipts.

At a later date the Chamber was also addressed by the Bombay Underwriters' Association in this connection. They stated that the matter had been under their consideration for some time and contended that the issuing by Steamer Agents of clean Bills of Lading against Letters of Guarantee by shippers had become such a serious matter that the question had arisen as to whether any insurance would be given to shippers on "With Average" terms.

They further stated that they did not wish to hamper in any way such an important portion of the trade of this port, but unless something was done to end the illegal practices which were current during the first half of the year and were openly stated to be prevalent, a very serious state of affairs would arise.

The support of the Chamber was asked in getting the Steamer Agents to agree that they would not issue clean Bills of Lading against Letters of Guarantee and that their Bills of Lading would only be in accordance with mates' receipts.

The Committee whilst appreciating the difficulty of Underwriters in this matter, feared that objections would be raised by the Banks if clean Bills of Lading were not tendered with documents. It seemed, however, that against some clauses on mates' receipts, shippers might, without objection, be protected under Letters of Guarantee. The Committee, accordingly, in replying to the Underwriters' Association, stated that if the Association would say exactly what clauses affected their interests, the matter would be further considered. (*Appendix* **Q.**)

WEATHER WORKING DAYS.

The following days were declared during the monsoon months of 1913, by the Committee of the Chamber, to be non-weather working and half-weather working days, respectively, for steamers loading in the Docks :—

Monday,	9th June ...	... Half-weather working day.
Tuesday,	10th ,, ...	... Half-weather working day.
Monday,	23rd ,, ...	... Non-weather working day.
Tuesday,	24th ,, ...	... Non-weather working day.
Wednesday,	25th ,, ...	... Non-weather working day.
Friday,	27th ,, ...	... Non-weather working day.
Saturday,	5th July ...	... Half-weather working day.
Wednesday,	9th ,, ...	... Half-weather working day.
Friday,	18th ,, ...	... Non-weather working day.
Saturday,	19th ,, ...	... Non-weather working day.
Monday,	28th ,, ...	... Half-weather working day.
Tuesday,	2nd September	... Half-weather working day.
Saturday,	20th ,,	... Half-weather working day.

The following decisions were given by the Port Officer regarding non-weather working days in the Stream :—

Monday,	9th June ...	... Non-weather working day.
Tuesday,	10th ,, ...	... Non-weather working day.
Wednesday,	11th ,, ...	... Non-weather working day.
Friday,	27th ,, ...	... Non-weather working day.
Friday,	18th July...	... Non-weather working day.
Saturday,	19th ,, ...	... Non-weather working day.

TOWN DUTY ON GOODS IN BOND.

(See *Report* 1912, *pp.* 86, 546.)

It will be remembered that the Committee in 1912 addressed the Municipal Commissioner with a request that the system previously in force in regard to Town Duty might be reverted to, *viz.*, that goods placed in Bond should be exempted from payment of the duty, until six months after arrival or upon their being cleared for local consumption. The Commissioner, however, could not see his way to do so, as the procedure suggested was not in accordance with the law and could not therefore be allowed while the existing law stood.

The Bombay Government were accordingly addressed in the matter with a request that the Municipal Act should be further amended either by the abolition of Town Duty on wines and spirits imported into Bombay, which would secure equality of treatment to the trade at Bombay, Calcutta and Karachi ; or if this could not be done, by permitting such importations, when placed in Bond, to be free of Town Duty, unless or until (but subject to a reasonable limit of time) they were cleared for local consumption, and further that the minimum amount of refund, in the case of wines and spirits exported from Bombay (but here also subject to fair limit of time) should be fixed at a reasonable figure, say not exceeding one rupee.

A reply was received from the Government of Bombay on 1st February 1913, in which it was stated that, if the Town Duty on wines and spirits were abolished with a view to ensuring absolute equality of treatment for the Bombay trade as compared with that of Calcutta and Karachi, there would certainly be a claim, on similar grounds, for a similar exemption in favour of the trades in the small number of other commodities, which were also liable to town duties, a claim which, in the circumstances, it would be extremely difficult to resist. But these town duties, it was stated, had been in force for nearly fifty years and yielded on an average 15 lakhs of rupees annually, an income which, Government believed, the Municipality could not forego without serious financial embarrassment. Such being the case, the Governor in Council was unable to give favourable consideration to the first proposal of the Chamber that the duty on wines and spirits should be abolished.

With regard to the alternative set of proposals, Government pointed out that the system of deferring the levy of the duty so long as the goods remained in bond was distinctly disadvantageous to the Municipality and was also open to objection on the ground that it involved the preferential treatment of such goods in comparison with those goods which were immediately cleared into the town. The Municipality were put to loss not only by the postponement, for varying periods ranging up to six months, of the payment of considerable sums to which they were legitimately entitled from the moment that the goods entered their jurisdiction, but also by the fact that they had in actual practice no means of exacting payment, even after the expiration of the six months' period, so long as the goods continued to be kept in bond. As regards the question of the preferential treatment involved by the proposed concession, it was evident that in

the case of bonded goods the minimum limit of refund would be inoperative, while still continuing to affect goods on which town duty had been paid at the time of importation. The latter class of goods would thus be subjected to an unfair discrimination exercised at the expense of the Municipality, which would in consequence be exposed to yet further loss.

With reference to the Chamber's contention that although in the aggregate the ratio which supplies, which were in bond before paying duty, bore to the total quantity of duty-paying supplies, was low, yet in individual cases that ratio was very high, it was observed that, if this was the case, then it necessarily followed that this high ratio must be confined to an extremely small number of cases, and that in the overwhelming majority of cases the above ratio was considerably lower even than that indicated by the statistics quoted. The fact that the concession claimed by the Chamber would appreciably benefit such an extremely small minority only of the firms engaged in the trade was, in the opinion of Government, a strong argument against its adoption.

On the above grounds, His Excellency in Council was unable to accept the view that the present regulations regarding the collection of town duty on wines and spirits should be so amended as to admit of the exemption, for the time being, of supplies kept in bond.

In regard to the question of the maintenance or the reduction of the present minimum limit for refunds, Government stated that in their opinion, the reduction of the minimum limit to the low figure of Re. 1 proposed by the Chamber would result in an increase of labour and expense, both to the exporters and to the Municipal staff, which would be out of proportion to the benefit which might be expected to accrue therefrom to the trade; and in this connection it was pointed

out that the cost of the establishments necessary for the administration of a tax of this nature ultimately fell on the trade concerned. But apart from the anticipated effect of a reduction of the limit, it had to be considered whether the existence of a limit, such as the present one, actually did involve hardship to the trade. With reference to this point it was observed that the retail prices to up-country purchasers—*exhypothesi* the only class who were affected by the refund limit, since buyers in considerable quantities obtained refunds as a matter of course—were presumably identical with the retail prices in Bombay, which included the charges on account of town duty. Such being the case, the loss of refund left the dealer in precisely the same pecuniary position with regard to the local retail purchaser as with regard to the up-country retail purchaser, and involved in his case no positive loss but merely the deprivation of a small possible profit, which, it was remarked, would be obtained at the expense of the consumer.

On the above view it did not appear to the Governor in Council that the existence of the refund limit was calculated to inflict any substantial hardship on the trade, or that its reduction to a lower figure would be conducive to the general advantage. He was not prepared therefore to accept the proposal of the Chamber in regard to this point. (*Appendix* R.)

DEVELOPMENT OF BOMBAY.

(See *Reports*, 1907, *pp.* 50, 278; 1908, *pp.* 76, 357; 1909, *pp.* 70, 460).

In December 1907 the Government of Bombay recognising the absence of any comprehensive and well-considered scheme for the development of Bombay and the serious difficulties to which this deficiency was giving rise, instituted an

inquiry, by means of a letter of reference addressed to the several public bodies, railway companies, and commercial associations concerned, into certain important questions relating to this matter. The principal points raised in the reference thus made were the reservation of special areas in the Island of Bombay for the accommodation, in the manner best suited to their respective requirements, of different classes of the community ; the provision of the main arterial channels of communication necessary for the service of such areas, and the adaptation of existing railway communications so as to harmonize with these schemes of expansion and development. After a consideration of the opinions which the inquiry had elicited, Government proceeded, in due course, to formulate a policy designed to govern the development of the Island and the organization of its communications for the next twenty years. The lines of this policy were laid down in Government Resolution No. 3022, dated 14th June 1909, printed on page 460 of the Chamber's Report for that year.

More than four years having elapsed since the general scheme defined by the above orders was planned, Government felt the necessity of ascertaining whether the changes and developments which had occurred during that period called for any modification of the conclusions then formed as to the relative urgency of the several projects or as to the method of their interworking. It seemed to Government desirable to consider also whether the operations and prospective needs of the railway companies, of the Port Trust and of newly developing interests and industries had not, or were not likely to, set up novel conditions to which these projects must be adapted, or to meet fresh projects required to be designed. Finally it appeared essential that means should be devised whereby all future operations connected with the development of the city should be subject-

ed to periodical and systematic review both with reference to the above considerations and in order to secure their due co-ordination.

The Governor in Council considered that the objects he had in view would best be secured by reference to a Committee, which should be authorised to take the evidence of witnesses competent to represent the diverse interests which were concerned in the development of Bombay. He accordingly appointed a Committee consisting of the Hon'ble Mr. Claude Hill, C.S.I., I.C.S., as president, a representative each of the Bombay Municipal Corporation, the Improvement Trust and the Port Trust, the Consulting Architect to Government and the Special Officer, Salsette Building Sites, who officiated as Secretary to the Committee.

The following were the several points which were referred to the Committee for consideration and report and on which witnesses were asked to give evidence :—

(i) the progress already made in the execution of the scheme formulated in the orders of 1909 ;

(ii) the modifications, if any, which had actually occurred in that scheme as far as carried out;

(iii) whether any and, if so, what further modifications were advisable in view of the changes and developments which had taken place within the last four years ;

(iv) what measures should be taken for systematic further development, the particular measures recommended being set forth under specific heads, and more especially with reference to the following :—

(*a*) the provision of sites for Government institutions ;

(*b*) similar provision for public institutions in which Government were interested, such as the appendages to the University and its colleges and several much-needed institutions which were in contemplation;

(*c*) the provision of areas suitably located to meet the increasing demand for residential quarters for the different grades of society;

(*d*) the allotment or reservation of sufficient space to allow for the expansion of existing industries, such as the mill industry, and for the coming into being of possible new industries, in order that these, when developed, might not grow up at random in areas which it might be necessary or desirable to reserve for other purposes in future;

(*e*) the reservation of open spaces for purposes of recreation and health;

(*f*) the provision of suitable means of communication by road and by rail with any areas which might be provided as above.

(v) any other measures which it might be desirable to indicate, not necessarily for immediate adoption, but as being calculated ultimately to be called for in pursuance of a consistent policy of development.

The Chamber was invited to submit the names of members who would be willing to appear before the Committee and give evidence, and was also requested to record its views on the above points.

The Committee of the Chamber notified members to the above effect and in due course submitted their views. As, however, the reply is too lengthy to quote here, it will be printed in full in the appendices. Briefly stated the Committee's recommendations were as follows :—

(1) They again strongly urged that Hornby Road should be connected by a broad thoroughfare with the Ballard Road.

(2) They suggested that the question of the B. B. & C. I. Railway along the sea front should again be considered, and further that an alternative road to the Queen's Road should be made immediately or the existing road made at least double its present width.

(3) They agreed that an area should be provided for the expansion of existing industries and for any new industries that might arise; and if this could not altogether be provided to the north and east of the Island, they suggested that the Island of Salsette be allocated for the purpose.

(4) They recommended that the new European General Hospital should be located towards the north of the island but not too far away from the Docks, and that work in connection with the new hospital should be undertaken as quickly as possible.

(5) The Committee were very much in favour of large open spaces being reserved for recreation and health and regretted the tendency of recent years to build on some of the vacant spaces which in the past were used for purposes of recreation. (*Appendix* **S.**)

SHORT REELED YARNS.

(See *Reports* 1900, *p.* 98; 1901, *pp.* 19, 211, 518; 1902, *pp.* 119, 168; 1903, *pp.* 164, 766; 1904, *pp.* 49, 403; 1906, *p.* 38; 1907, *pp.* 126, 501; 1908, *pp.* 88, 380.)

The question of the short reeling of Indian Yarns has been before the Chamber on several occasions since 1900. At the latter end of 1903 the Government of India appointed a Committee to consider the question of adopting measures to prevent the short reeling of Yarn in Indian Mills for sale in India. This Committee submitted its report in 1904, but the Government of India, after consulting the Local Government and Chambers of Commerce, decided to take no further action in the matter at the moment. Their attention was, however, again drawn to the subject by a Resolution passed at the Conference of Indian and Ceylon Chambers of Commerce in January 1905 and by a representation from the Manchester Chamber of Commerce; and under instructions from the Secretary of State for India the Government of India issued certain orders regarding the undertaking of prosecution, by Local Governments, under Sections 6 and 7 of the Merchandise Marks Act.

In 1907 specific cases of short-reeled Indian Yarns imported into Singapore were brought to the notice of this Chamber by the Singapore Chamber of Commerce. The Local Government was addressed in the matter, and it was suggested that Government should endeavour to obtain a conviction in one or two flagrant cases in order to stop the evil.

The Bombay Government were at first inclined to assist in putting down the malpractices complained of by having recourse, if necessary and practicable, to Sections 6 and 7 of the Indian Merchandise Marks Act, and in consequenced rew the attention of the local Customs Authorities to the export

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of these Yarns, and instructed them to watch them carefully with a view to a prosecution being instituted under the Act, should this seem justifiable. These instructions were however cancelled later, as the Government of India were of opinion that, in view of the conditions of trade with the Far East, Yarn intended for export should be interfered with as little as possible. The Bombay Government were prepared however to undertake prosecutions on definite application from the Chamber regarding specific cases, provided that the conditions laid down in the Rules abovementioned were completely satisfied and provided that the agency of the Customs Authorities was in no way utilised for the detection of such cases.

The Burma Chamber in 1913 addressed this Chamber in connection with the above and submitted a copy of a letter they had addressed to the Government of Burma in which specific cases of short reeling were adduced. They stated that the practice extended both to grey and dyed Yarns, and the goods were shipped in large quantities from Indian ports to Burma markets, and, as the law stood, nothing could be done to prevent this entrance.

The Burma Chamber enquired whether this Chamber could see its way to raise the question with Government once more.

In their reply to the Burma Chamber, the Committee observed that that Chamber had stated in its letter to the Burma Government that, as the law stood at present, nothing could be done to prevent the entrance of short-reeled cotton yarns into Burma. The Committee were not at all sure that such was the case. They felt that an appeal to the Burma Government against the action of the Collector of Customs at Rangoon in permitting the importation of yarns which were

short-reeled might very probably be upheld. In any case the Committee were of opinion that the matter was one that could more easily be dealt with at the port of arrival of the goods than at the port of despatch.

In China, Singapore and many other places, the yarns spun in India met those of other countries, and the Committee agreed with the view expressed by the Government of India that to compel Indian Spinners to adopt a standard which was not observed elsewhere might seriously damage the export trade of this country. It seemed to follow from this that if a mill might spin what it liked for export, it would be very difficult, if not impossible, to control its standard of production for local consumption.

In the event of the Burma Chamber deciding to lodge an appeal to the Burma Government, it was suggested that a copy of their statement, together with copies of any correspondence bearing on the subject, might with advantage be sent to the Department of Commerce and Industry of the Government of India.

The Committee fully appreciated the gravity of the situation, but the question was one of some difficulty, and in view of the correspondence that had already passed between this Chamber and the Local and Imperial Governments, it seemed to them that any further effort from this end would be ineffective.

At a later date the Burma Chamber forwarded to this Chamber a copy of a letter they had received from the Government of Burma, intimating that the Chief Collector of Customs had been instructed to take action under the Sea Customs Act in all cases of infringement of the provisions of the Merchandise Marks Act, irrespective of the country of origin of the goods. It was further stated that the Chief Collector's

refusal to take this action was due to a misinterpretation of Section 18 of the Sea Customs Act. (*Appendix* **T-1.**)

MARKING OF BUNDLES OF YARN.

The Director of Agriculture and Industries, Punjab, in a letter to the Chamber stated that it had been noticed often that bundles of Indian-made yarn sold in the bazaars of the Punjab to the hand-loom weavers were less in weight than 10 lbs. or were correct in weight but contained less yarn than they ought to, which meant that the count was coarser than the retailer stated. These light or short bundles appeared to be made up in the mills and were not tampered with by the retailers.

The Director consequently enquired whether it would be possible to provide by legislation that every bundle of yarn should be marked with weight and count on the card-boards instead of on the wrappers, which the retailers usually removed, and should not be sold except with the card-boards intact.

The Committee were of opinion that legislation on the lines suggested by the Director was no doubt possible, and that there would be no objection to it, if all Indian-made yarn bundles were made up with card-boards. This was not so, however a very large quantity having merely a brown paper wrapping; and it would therefore appear to be necessary to enact that card-boards must be used and to this, it was felt, there would certainly be objections.

In replying to the Director of Agriculture to the above effect, the Committee stated that this Chamber had always objected very strongly to falsely made-up yarn, and that several representations on the subject had been submitted to the Government of India during the past few years, but so far with little success. (*Appendix* **T-2.**)

PRICE OF WOOL.

A letter was received from the Officer in charge Supplies, Bombay Brigade, enquiring whether the price of wool used in the manufacture of blankets, barrack and country, issued by the Supply and Transport Corps to British and Indian troops, had gone up, and, if so, what was the reason for this rise in prices and to what extent had they risen as compared with the prices prevailing, say, last year.

In reply, the Committee stated that prices of wool had advanced very materially, owing to a great shortage in the supplies from Australia during the 12 months ending 30th June 1913. During that period, Yorkshire was extraordinarily busy and this naturally caused a great increase in the prices all round. The prices of black and grey wools (Indian) from which the samples submitted by the Officer in charge Supplies were largely made, had nearly doubled within the past five years. (*Appendix* **U.**)

AGRICULTURAL CONFERENCE.

(See *Report* 1909, *page* 74.)

A Conference for the discussion of Agricultural questions was held at Poona on the 15th, 16th and 17th September 1913, at which His Excellency the Governor of Bombay presided.

A summary of the work done by the Department of Agriculture since the Conference of 1909 was submitted to the Conference for criticism and suggestions.

The Committee nominated Mr. T. D. Moore of the New Mofussil Co., Ltd., to attend the Conference as the Chamber's representative.

CROP FORECASTS OF BARLEY.

The Government of India informed the Chamber that a proposal had been put forward to the effect that the system of preparing and publishing crop forecasts might be extended to the barley crop of India. It had been pointed out that exports of barley had in recent years assumed considerable dimensions, and that, in view of the fact that Indian barley had been found satisfactory for malting purposes in Europe, the export trade in that article might quite possibly become permanent.

The Government of India considered that there was much to be said for the proposal. At the same time, they observed that the expansion of exports of barley was of comparatively recent development, and might be due to purely temporary causes. The preparation of crop forecasts threw an appreciable amount of work upon local officers, and the Government of India hesitated to add to this portion of their duties, unless and until it was clearly proved that the requirements of the Indian trade rendered the additional information necessary.

Government therefore enquired whether, in the opinion of the Chamber, the preparation and publication of barley forecasts would be likely to meet a definite want.

After consulting the members of the Chamber interested in the matter, the Committee informed Government that the opinions expressed pointed to the fact that the members were unanimously in favour of the extension suggested.

As the trade in barley was likely to continue and expand, the Committee submitted that reliable forecasts of this particular crop would be of great value to the trade generally and to exporters in particular. (*Appendix* V.)

ADULTERATION OF TURPENTINE.

In the early part of 1913 the Madras Government suggested to the Government of India that, in order to safeguard the interests of purchasers and check the importation of an entirely debased form of turpentine, the permissible amount of adulteration in reduced turpentines should be fixed at 50 per cent.

A somewhat similar proposal was made by the Government of Madras in 1897, when they represented that the terms "reduced," "mixed," etc., did not convey to the mind of the purchaser the fact that the articles bearing such descriptions were adulterated; that the existing orders practically nullified the intention of the legislature, and that, unless ignorant consumers and tradesmen in the country were afforded the protection contemplated by the Merchandise Marks Act, they would be hopelessly at the mercy of foreign manufacturers and the market would be flooded with adulterated goods. The Government of India held, however, that the mixture of pure and inferior substances was a common trade practice not confined to paints and oils, and that it was not expedient to enforce by law the marking of such articles as adulterated. They were also of opinion that, when packages containing articles which had been mixed with other substances were marked "reduced," or "mixed," it was obvious that those articles were not sold as pure, and that the importers of such articles could not be accused of fraud when they were merely meeting the demand of the consumer who too often preferred an impure but cheap to a pure but expensive article.

The Government of India were inclined to adhere to the view taken by them in 1897. They were aware that the practice of adulterating turpentine had grown considerably during recent years, but they did not think that regular users

of the article, such as painters, were ignorant of the practice or were deceived by it, for it was not too much to assume that they knew what materials were best suited to their requirements and that they understood in a general way what was meant by "90 per cent. reduced." Moreover, even if the importation of greatly reduced turpentines were stopped, the retail buyers would not necessarily be safeguarded inasmuch as the middlemen, purchasing pure turpentine from wholesale importers, could adulterate it with petroleum or other substances before distribution.

In the circumstances, the Government of India did not consider that any change in the existing rules under the Merchandise Marks Act, regarding the marking of turpentine was necessary, but before coming to a definite decision on the point they wished to have the views of the commercial public and Local Governments in other Provinces on the proposal made by the Government of Madras.

The Chamber was consequently approached by the Bombay Government and requested to submit its views on the matter.

The Committee stated in reply that they fully endorsed the attitude taken up by the Government of India with regard to the permissible amount of adulteration in reduced turpentine, namely, that no change in the existing rules under the Merchandise Marks Act regarding the marking of turpentine was necessary.

On the one hand pure turpentine could readily be obtained, while, on the other, adulterations were often more suitable than pure turpentine for special purposes, such as the thinning of paints and varnishes.

Moreover, the percentage of the adulteration in these reduced turpentines was clearly marked on the drums and tins

in which they were imported. This obviated the possibility of fraud, which alone would render the importation of reduced turpentines pernicious.

For these reasons the Committee were opposed to any alteration in the existing rules under the Merchandise Marks Act. (*Appendix* **W-1.**)

IMPROVED METHODS IN THE PREPARATION OF HEMP.

The Government of India forwarded the Chamber certain correspondence that had taken place between them and the London Hemp Association regarding the introduction of improved methods for the preparation of hemp in India. The London Hemp Association pointed out that the cultivation of hemp (*Crotellaria Juncea* or Sunn) in India for purposes of export was increasing and was taking the place, to some extent, of the better known and really more valuable Russian hemp (*Cannabis Sativa*).

In some districts such as the Godavery, Jubbulpore and Deogad considerable skill and care were shewn in the preparation of hemp, while from other districts such as Indore, Godhra, Pilabhet and Chandausi hemp was exported which was so full of sand and dust as to entail the introduction of expensive Dust Preventors before the Factory Inspectors in England would permit of the article being used in Spinning Mills.

The Association also submitted a memorandum to the above effect, which, it was suggested, might be laid before the Agricultural Departments of the different Provinces.

In reply Government stated that the attention of the Directors of Agriculture concerned had already been drawn to the question, and it would seem that the remedy for the

unsatisfactory quality of much of the hemp exported rested to a great extent with the buyers. If a higher price were paid for clean hemp, and if hemp which contained impurities in appreciable quantities were refused, the evil complained of would probably disappear in due course.

Government had added that the London Hemp Association's Memorandum would be circulated to the Provincial Directors of Agriculture, and that their attention would be drawn to the importance of improving the facilities for obtaining clean water for the purpose of retting hemp and also to the undesirable practice of twisting the heads of hemp into plaits instead of packing it straight or with one fold.

Government wished to know whether the Chamber had any suggestions to make on the subject.

The correspondence was, in the first instance, circulated among the members of the Chamber interested in hemp, and the consensus of opinion was to the effect that Government had done all that could be expected in the matter; and that if any improvement was to be effected, it must be brought about by pressure from the buyers. Government were informed accordingly. (*Appendix* **W-2.**)

ADULTERATION OF LEATHER.

In March 1913 the Leather Trade Section of the London Chamber of Commerce addressed the India Office with regard to the practice of adulterating leather with barium sulphate and other barium compounds. This, it was alleged, was done with a view to retaining the moisture in the leather and thereby adding to its weight. At the same time it rendered the leather very injurious when used for human wear, while it also damaged the fibre and thus reduced the wearing qualities of the leather.

The Leather Section of the London Chamber strongly condemned the practice of thus adulterating leather, and expressed the hope that such regulations might be introduced in India as would discourage its production and prevent its exportation from that country.

The Government of Bombay, in forwarding copies of correspondence in connection with this matter, requested the Chamber's opinion.

The Committee replied that they regretted they were unable to offer a definite opinion on the subject; but, on the information contained in the papers submitted, it appeared to them advisable that the production and exportation of leather adulterated with barium sulphate or barium compounds should be discouraged. (*Appendix* W-3.)

BRITISH EMPIRE TRADE MARK.

In March 1912 the British Empire League, London, informed the Chamber that it was proposed to establish a Trade Mark to denote goods manufactured or produced within the British Empire. An Association was formed for the purpose of seeking registration of such mark and acting as a certifying Association in respect of the same. This Chamber was invited to support the movement by sanctioning its representation on the Provisional Council.

As the Committee were of opinion that a British Empire Trade Mark would be a mistake the papers were merely recorded.

In March 1913, however, the matter was again brought to the notice of this Chamber by the Upper India Chamber of Commerce who stated that it was felt by at least some of the members of that Chamber that an Empire Trade Mark would not be an unmixed blessing for Indian manufactures. It was stated that the apprehension did not lie in the direction

of the importation of foreign goods, but in the manufacture of spurious or inferior bazar made articles in India itself. In the case of such manufactures one danger was felt to lie in the fraudulent adoption of the trade mark without license and another in the licensed use of the trade mark by manufacturers who would use it solely as a *cachet* to their inferior wares which the ignorance and credulity of India's millions would accept as a mark, not solely of origin as it was intended to be, but of excellence.

The Upper India Chamber stated that they had given their support provisionally to the movement, but before finally committing themselves for or against it they wished to know whether the apprehensions that had been expressed were shared by other Indian Chambers.

In reply the Committee stated that from correspondence that had appeared in the Home Press and in the Manchester Chamber of Commerce monthly journal it was evident that the scheme had met with a deal of opposition in commercial circles which the Promoters had not apparently been able to break down.

The Committee further stated that they shared the apprehensions of the members of the Upper India Chamber in this connection and were not at all in favour of the proposal.

A reply to the above effect was also forwarded to the British Empire League. (*Appendix* X.)

PUBLIC HOLIDAYS.

(See *Reports* 1911, *pp.* 86, 553 ; 1912, *pp.* 107, 590).

The Government of Bombay declared the 3rd June 1913 to be a public holiday on account of the birthday of His Majesty The King-Emperor.

It will be remembered that the Committee of the Chamber in thanking Government for the addition made at their

suggestion to the list of festivals to be observed in future as public holidays under the Negotiable Instruments Act, stated that as a permanent list of Holidays to be notified under the Act, the new list was not considered the best possible when all the circumstances were taken into consideration.

Government, however, in reply stated that they did not see any sufficient reason for a further modification of the list.

The attention of the Committee was, at a later date, drawn to the fact that the Hindu festival "Gokal Ashtami" did not appear in the list of holidays gazetted under the Negotiable Instruments Act, for 1913, and further that the omission was due to a difference of opinion which existed between the "Vaishnaiva" and "Shivaite" sections of the Hindu Community, as to the actual day which should be set apart for the celebration of the birthday of Krishna who was born at midnight.

It was considered advisable therefore to obtain the views of the special Holiday Committee, which was appointed in 1912 by Government to advise on the festivals to be observed as public holidays, and a circular was accordingly sent round inviting opinions. From these it appeared that the members of this Committee were unanimously in favour of the second day, called "Gokal Ashtami," which is the Vaishnaiva Hindu holiday. It was also understood that the High Court observed the second day.

In addressing the Bombay Government in the matter, the Committee ventured to submit that, bearing in mind the instructions of Government in their letter to the Chairman of the Chamber, dated March 4th, 1912, to the effect that since holidays were notified under the Negotiable Instruments Act, they should be chosen principally with regard to the Banking and Mercantile interests for the future, the convenience of the Vaishnaiva Hindus, who were wholly engaged in commerce,

should be considered when fixing the actual day for the observation of this holiday.

The Committee further suggested to Government the desirability of allowing the old Holiday Committee to sit each year for the purpose of fixing the actual dates of the various holidays.

In reply to the above, Government stated that it had been decided that for the future the day to be notified as a public holiday under the Negotiable Instruments Act on account of Gokal Ashtami should be the day observed as a holiday by the Vaishnaiva Hindus.

With reference to the Chamber's suggestion regarding the desirability of allowing the old Holiday Committee to fix each year the actual dates of the various holidays, Government stated that they saw no reason to modify the orders previously passed by them in this connection. (*Appendix* Y.)

MINING LICENSES.

(See *Report* 1909, *pp.* 82, 561.)

The Chamber was supplied by Government with copies of the revised rules for the grant by local Government of Licenses to prospect for Minerals, and of Mining Leases in British India.

The copies in question were duly placed at the disposal of members interested.

IMPERIAL MOTOR TRANSPORT CONFERENCE.

The Imperial Motor Transport Conference was held in London, in July 1913, and the Chamber was asked to nominate a delegate. The Committee accordingly invited Sir Henry Procter to represent the Chamber at the Conference.

Later, Sir Henry Procter forwarded to the Chamber a copy of the proceedings of the Conference, and this was placed at the disposal of members interested.

It may be mentioned that the main objects of these Conferences are :—

(*a*) To render residents in Greater Britain more familiar with all the numerous developments of motor transport in the Mother Country, and with the magnitude of the young but important industry of which Great Britain is the world centre.

(*b*) To enable British manufacturers and traders to obtain more complete information as to the conditions and present and future requirements of the whole Empire in matters of road transport.

(*c*) To discuss the Imperial aspects of problems connected with the development of motor transport, with a view to rendering the British Empire, so far as possible, self-supporting in all such respects.

An effort is being made to form in London a permanent Committee on which, it is hoped, will be represented various organisations throughout the Empire. Such bodies as decided definitely to associate themselves permanently with the Council, will be requested to nominate a Corresponding Member. In the event of an associated body desiring information relating to the manufacture or use of industrial motor vehicles, the Council will be addressed through the medium of the Corresponding Member.

INDIAN CONGRESS OF COMMERCE.

The Indian Merchants' Chamber and Bureau forwarded to this Chamber a draft of the constitution of an Indian Commercial Congress which the Hon'ble Sir Fazulbhoy Currimbhoy had advocated and which it was proposed to found for the purpose of promoting by all legitimate and constitutional methods the best interests of trade, commerce and manufactures of the country and all cognate matters connected therewith.

The Indian Merchants' Chamber enquired as to whether this Chamber approved of the proposal, and whether the Committee would take part in it by sending representatives to a preliminary meeting of sympathisers with the movement to be held in the beginning of 1914 in Bombay.

The Committee were, however, unable to associate themselves actively with the movement, but they sympathised with it, and in replying to the Indian Merchants' Chamber to the above effect they stated that they wished the proposed Congress every success. (*Appendix* Z.)

THE SETTING IN OR BURSTING OF THE MONSOON.

(See *Report* 1912, *page* 122.)

The Meteorologist, in compliance with the request made by the Chamber in September 1910, informed the Committee that the Monsoon set in on the Malabar Coast on the 2nd June 1913.

EXHIBITIONS.

Papers in connection with the following Exhibitions were received during the year and were made available to members :—

General Exhibition, Semarang, Java, September 1914.

International Rubber and Allied Industries Exhibition, London, 1914.

International Marine, Naval Hygiene and Italian Colonies Exhibition, Genoa, 1914.

Universal Exhibition, Nottingham, 1914.

International Rubber Exhibition, Koningsplein, Batavia, 1914.

Draperies and Ladies' Wear and Clothing and Outfitting Trades Exhibitions, London, 1914.

RAINFALL AT BOMBAY, 1843 TO 1913.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month, during the years 1843 to 1913 is published for the information of members.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843 ..	..	..	..	..	0·15	7·61	20·62	17·70	8·39	0·77	..	..	55·24
1844 ..	0·06	0·33	..	..	..	18·58	29·28	5·91	8·05	0·40	..	0·10	62·71
1845 ..	..	..	..	..	..	17·68	18·07	9·54	8·63	..	..	..	54·12
1846 ..	..	..	..	..	..	26·41	33·19	6·65	6·65	1·03	..	..	73·93
1847 ..	0.09	0·02	..	0·31	1·40	37·56	16·40	8·68	5·68	0·28	5·53	..	76·01
1848 ..	..	..	..	0·59	5·67	39·98	13·96	7·37	2·32	5·84	0·19	..	75·86
1849 ..	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850 ..	..	..	..	..	..	14·80	20·15	5·39	4·77	4·89	0·25	..	50·25
1851 ..	..	..	..	..	0·52	24·50	47.02	20·03	3·89	0·04	0·07	..	96·07
1852 ..	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853 ..	..	0·05	0·02	..	..	33·70	13·05	5·95	9·33	..	..	..	62·60
1854 ..	..	..	..	..	..	16·34	38·95	8·90	13·61	7·49	1·85	..	82·14
1855 ..	..	..	..	..	..	20·18	11·83	3·82	5·29	0·06	..	..	41·18
1856 ..	..	..	..	..	2·09	24·66	24·48	6·73	7·78	0·06	..	0·12	65·92
1857 ..	..	..	..	..	0·57	9·26	8·74	15·71	14·21	2·78	..	..	51·27
1858 ..	..	..	..	0·15	1·57	14·44	20 12	7·48	15·47	3·22	..	..	62·45
1859 ..	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860 ..	..	..	..	..	0·08	21·97	22·39	7·11	8·15	2·50	..	..	62·15
1861 ..	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862 ..	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	..	73·63
1863 ..	0·41	..	..	0·11	0·07	23·41	30·78	10·60	9·98	2·32	..	..	77·68
1864 ..	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865 ..	0·38	..	..	..	..	10·61	18·28	36·42	4·86	6·16	1·14	..	77·85
1866 ..	..	0·11	..	..	..	13·47	40·34	20·34	3·44	0·74	..	..	78·44
1867 ..	..	..	..	..	..	8·70	39·39	12·21	6·80	5·07	0·13	..	82·30
1868 ..	..	..	0·01	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869 ..	..	..	..	..	0·03	26·22	23·89	15·24	22·56	3·55	0·05	0·12	91·66
1870 ..	..	..	0·03	0·02	..	21·73	26·43	6·27	7·08	4·65	..	..	66·21
1871 ..	2·22	..	..	..	1·25	8·91	9·96	8·95	6·01	0·25	2·97	0·06	40·58
1872 ..	..	..	..	..	0·06	21·43	24·84	9·49	16·55	1·07	..	..	73·48
1873 ..	..	0·05	..	..	0·51	20·36	16·98	23·96	7·77	0·07	..	..	69·70
1874 ..	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875 ..	0·47	..	..	..	..	24·36	15·39	12·23	31·76	..	0·35	..	84·56
1876 ..	..	..	..	..	0·01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877 ..	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878 ..	0·03	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·89	2·61	..	112·77
1879 ..	..	..	0·03	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880 ..	..	0·01	0·02	..	..	21·48	18·37	4·08	22·86	1·18	..	..	67·94
1881 ..	..	..	0·04	..	0·36	15·29	29·47	19·06	4·56	4·17	0·09	..	73·04
1882 ..	..	0·04	0·02	0·08	0·02	27·54	26·94	3·36	10·08	1·12	0·03	..	69·23
1883 ..	0·12	..	..	..	0·33	13·65	39·88	12·57	12·37	10·40	0·86	..	90·18
1884 ..	0·03	..	..	..	..	13·25	25·87	15·29	17·04	2·22	0·60	1·14	75·44
1885 ..	..	..	..	..	0·02	5·11	21·81	25·42	12·01	3·54	..	..	67·91
1886 ..	..	..	..	0·01	0·96	43·45	35·79	10·69	6·54	1·89	0·61	..	99·74
1887 ..	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·79	1·02	0·16	94·95
1888 ..	1·35	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0·11	1·16	..	57·82
1889 ..	..	..	..	..	0·67	19·39	30·45	10·32	2·71	3·80	..	..	67·84
1890 ..	..	..	..	0·01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	0·13	65·18
1891 ..	..	..	0·22	..	..	13·99	32·48	6·94	22·53	1·04	..	..	77·18
1892 ..	..	..	..	..	0·11	13·30	23·86	36·56	18·73	1·89	0·67	..	95·42
1893 ..	..	0·14	..	0·02	6·30	21·47	16·14	13·55	7·54	0·45	1·63	..	67·24
1894 ..	0·52	..	0·06	0·01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·55
1895 ..	..	0·07	..	..	0·08	17·84	13·04	15·97	11·91	3·82	0·06	..	67·59
1896 ..	..	..	..	..	0·26	28·02	36·44	20·77	1·62	0·01	0·53	..	87·55
1897 ..	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	..	..	81·58

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1898 ..	..	0·17	..	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09
1899 ..	..	..	..	1·57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900 ..	..	..	..	..	..	18·26	25·75	17·62	7·49	..	..	..	69·12
1901 ..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·81	0·39	..	..	75·32
1902 ..	..	..	..	..	..	9·77	16 96	16·53	27·11	0·78	0·01	0.81	71·97
1903 ..	..	..	0·17	..	7·79	19·75	24·82	18·23	7·82	5·91	...	..	84·49
1904 ..	..	..	0·07	..	0·02	15·10	10·14	5·72	1·81	0·56	...	..	33·42
1905 ..	..	0·08	..	..	..	6·53	15·80	4·35	6·16	0·20	1·04	..	33·66
1906 ..	..	0·15	..	..	..	12·91	18·34	20·92	3·88	..	..	..	56·30
1907 ..	..	0·27	..	0·06	...	22·48	5v·05	15·99	2·26	0·67	..	..	100·78
1908 ..	0·09	0·07	0·06	..	..	12·39	23·65	9·87	6·79	0·62	..	..	53·54
1909 ..	..	..	..	..	..	16·60	30·05	8·52	16·05	..	..	..	71·22
1910 ..	..	..	..	..	0·03	23·50	6·50	18·15	15·25	4·29	0·14	..	67·86
1911 ..	0·06	..	..	..	0·04	10·85	15·24	17·09	2·96	...	0·27	..	46·51
1912 ..	..	..	..	..	0·43	10·79	25·40	9·90	3·26	0·65	3.62	..	54.05
1913 ..	..	0·07	..	..	..	25·81	33·83	3·72	5·75	2·35	..	..	71·03

RAINFALL OF THE YEAR 1913.

The following table, in which the year is divided into the Meteorological Seasons observed in the Meteorological Department, is compiled from the Reports issued by that office in order to present, in a condensed form, a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1912 to 31st May 1913.			From 1st June to 31st Oct. 1913.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire	..	..	....	..	..	....
	,, (30th)	6·31	10·96	— 4·65	0·00	0·10	— 0·10
	Jask	4·18	4·07	— 0·11	0·00	0·10	— 0·10
	Muscat	..	..	....	..	..	....
	,, (30th)	5·50	3·70	+ 1·80	0·00	0·23	— 0·23
Punjab.	Multan	1·44	1·99	— 0·55	10·28	4·74	+ 5·54
	Rawalpindi	6·00	11·49	— 5·49	24·47	22 80	+ 1·67
	Lahore	..	..	....	18·19	15·26	+ 2·93
	Sirsa	..	..	....	17·84	11·26	+ 6·58
	Ambala	6·61	2·61	— 4·00	28·33	23·68	+ 4·65
	Delhi	..	..	....	13·66	23·73	—10·07
United Provinces.	Agra	2·88	3·79	— 0·91	7·39	25·02	—17·63
	Manipuri	3·65	2·30	+ 1·35	10·66	24·56	—13·90
	Jhansi	6·28	2 86	+ 3·42	9·64	35·27	— 25·63
	Cawnpore	2·55	2·30	+ 0·25	18·84	33·56	—14·72
	Allahabad	6·68	2·50	+ 4·18	22·36	36·62	—14·26
Sind & Rajputana.	Jacobabad	5·39	2·54	+ 2·85	8·31	2·26	+ 1·05
	Karachi	0·44	1·39	— 0·95	12·01	6·13	+ 5·88
	Ajmer	1·27	1·65	— 0·38	11·16	19·05	— 7·89
	Jaipur	2·38	2·04	+ 0·34	12·73	21·91	— 9·18
	Kotah	1·61	2·16	— 0·55	15·62	26·40	—10·78
		3·49	1·72	+ 1·77			

	Stations.	From 1st Nov. 1912 to 31st May 1913.			From 1st June to 31st Oct. 1913.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India, West.	Bhuj	0·00	0·61	— 0·61	38·37	13·54	+ 24·83
	Dwarka	0·40	0·69	— 0·29	17·35	13·69	+ 3·66
	Veraval	0·03	0·52	— 0·49	24·58	17·43	+ 7·15
	Rajkot	0·48	0·70	— 0·22	28·56	25·84	+ 2·72
	Bhav'gar Para	0·44	0·84	— 0·40	35·95	19·82	+16·13
	Surat	3·59	0·49	+ 3·10	37·64	40·63	— 2·99
	Ahmedabad	0·48	0·50	— 0·02	35·61	29·12	+ 6·49
	Deesa	0·93	0·73	+ 0·20	35·15	23·27	+11·88
	Neemuch	3·91	1·30	+ 2·61	23·39	27·27	— 3·38
	Indore	5·32	1·51	+ 3·81	36·48	31·28	+ 5·20
Central Provinces.	Jubbulpore	8·00	3·35	+ 4·65	30·39	52·16	—21·77
	Saugor	4·89	3·08	+ 1·81	22·92	43·17	—20·25
	Hoshangabad..	4·54	2·44	+ 2·10	36·31	46·66	—10·35
	Khandwa	5·96	1·63	+ 4·33	38·15	28·29	+ 9·86
	Akola	1·81	2·58	— 0·77	26·79	30·21	— 3·42
	Amraoti	1·17	2·84	— 1·67	35·01	31·00	+ 4·01
	Nagpur	3·72	3·82	— 0·10	43·55	45·34	— 1·79
	Chanda	6·29	4·08	+ 2·21	52·29	49·35	+ 2·94
	Raipur	4·80	3·77	+ 1·03	36·03	46·22	—10·19
Konkan.	Bombay	3·62	1·36	+ 2·26	70·96	70·52	+ 0·44
	Ratnagiri	1·72	2·01	— 9·71	71·76	99·21	—27·45
	Marmugao	4·85	3·84	+ 1·01	94·83	90·01	+ 4·82
	Karwar	8·23	5·18	+ 3·05	99·93	117·27	—17·32
Bombay, Deccan, and Hyderabad.	Malegaon	5·34	1·86	+ 3·48	15·10	20·85	— 5·75
	Ahmednagar	1·57	2·48	— 0·91	22·60	19·81	+ 2·79
	Poona	5·01	2·94	+ 2·07	25·42	24·29	+ 1·13
	Sholapur	3·11	3·16	— 0·05	13·00	26·34	—13·34
	Bijapur	6·25	3·46	+ 2·79	14·67	17·47	— 2·80
	Belgaum	4·26	6·47	— 2·21	37·02	43·20	— 6·18
	Aurangabad	2·18	2·36	— 0·18	21·94	26·01	— 4·07
	Nizamabad (Indur).	3·66	3·08	+ 0·58	38·55	37·79	+ 0·76
	Hyderabad.	4·26	4·00	+ 0·26	16·28	27·32	—11·04
Malabar Coast and Ceylon.	Mangalore	7·55	11·21	— 3·66	104·97	115·87	—10·90
	Calicut	13·20	18·65	— 5·45	98·46	98·35	+ 0·11
	Cochin	17·56	27·96	—10·40	79·76	85·87	— 6·11
	Colombo	90·61	48·71	+11·90	20·19	35·82	—15·63
Madras (excluding Malabar) and Mysore.	Masulipatam	3·24	8·70	— 5·46	30·51	31·30	— 0·79
	Bellary	6·23	5·35	+ 0·88	11·96	14·63	— 2·67
	Cuddapah	11·64	6·96	+ 4·68	19·14	24·67	— 5·53
	Madras	14·13	22·13	— 8·00	35·10	27·34	+ 7·76
	Bangalore	4·89	9·94	— 5·05	19·36	25·57	— 6·21
	Coimbatore	15·95	9·89	+ 6·06	7·63	12·21	— 4·58
	Trichinopoly	13·37	14·30	— 0·93	15·46	18·56	— 3·10
	Negapatam	27·79	32·02	— 4·23	31·10	21·54	+ 9·56

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1907 to 1913 is printed for the information of members :—

From	1907.	1908.	1909.	1910.	1911.	1912.	1913.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	167,355	124,353	233,822	202,600	200,434	141,921	173,527
Do. (State Railways)..	10,682	13,779	32,241	10,253	11,764	18,875	27,565
Australia (Private Owners).	16,254	103,996	41,141	19,343	24,351	62,561	29,595
Do. (State Railways)..	..	2,627	3,346	..	10,273	11,248	10,929
Japan (Private Owners) ..	2,581	..	10	6,653	6,975	33,824	11,547
Do. (State Railways) ..	..	..	..	..	..	43,901	58,863
Other Ports (Private Owners)	8,952	56,611	34,324	15,161	18,362	148,001	178,687
Do. (State Railways)..	8,150	7,697	33,832	..	..	18,013	44,407
Calcutta (Private Owners)..	748,470	580,718	525,076	650,368	623,237	631,670	470.29[illegible]
Do. (State Railways)..	215,149	272,986	156,470	200,724	180,852	154,086	160,551
Total—By Sea ..	1,177,593	1,162,767	1,060,262	1,105,702	1,076,238	1,264,100	1,160,069
Total—By Rail ..	28,746	11,442	30,169	44,962	38,631	87,116	..
Grand Total ..	1,206,339	1,174,209	1,090,431	1,150,664	1,114,869	1,351,216	* ..

* Imports by Rail for the year 1913 are not yet available.

WHEAT.

The undermentioned notes have been made from statistics published by the Commercial Intelligence Department of the Government of India.

The total area under wheat during the season 1912-13 was 29,542,000 acres, which was 1,599,000 acres or 5·1 per cent. below the revised figure for 1911-12. The total outturn was estimated at 9,597,700 tons as compared with 9,924,500 tons (revised figure) for the previous year, representing a decrease of 326,800 tons or 3·3 per cent.

PUNJAB.—The total area sown in British Districts was reported to be 8,211,000 acres as compared with 9,681,000 acres the previous year, a decrease of 15·2 per cent.

The total yield in British Districts was estimated at 2,609,000 tons as compared with 3,366,000 tons the previous

year, a decrease of 22·5 per cent. The Native States reported a total area of 1,078,000 acres as against 1,337,000 acres the previous year. The total outturn of this area was estimated at 380,000 tons as compared with 443,000 tons the previous year.

UNITED PROVINCES.—The total area sown amounted to 7,397,000 acres, which was 2·4 per cent. less than that of the preceding year.

The total yield was estimated at 2,944,000 tons compared with 3,032,000 tons the previous year, a decrease of 2·9 per cent.

CENTRAL PROVINCES AND BERAR.—The total area sown was reported to be 3,606,000, as compared with 3,610,000 acres for the previous year, a decrease of 0·1 per cent. The weather was generally favourable to the crop, though in February it suffered from rain and hail in several places.

The total yield was estimated at 1,037,000 tons as against 872,000 tons for the previous year, an increase of 19 per cent. Two Native States (Khairagarh and Nandgaon) reported as total area of 133,000 acres and an outturn of 30,000 tons against 129,000 acres and 32,000 tons the previous year.

BOMBAY.—The British Districts reported a total area of 1,033,000 acres against 943,000 acres the previous year, an increase of 9·5 per cent. The Native States (including Baroda) reported 506,000 acres compared with 341,000 acres the previous year, an increase of 48·4 per cent.

There was no rain in December and subsequent months. The earlier rains, however, had been ample and the crop throve well in places; but later on it suffered from deficiency of moisture.

The total yield was estimated at 451,000 tons (242,000 in British Districts and 209,000 in Native States) as compared with 265,000 tons (173,000 in British Districts and 92,000 in

Native States) for the previous year, an increase of 70·2 per cent. Besides the above, about 21,000 acres, yielding some 4,000 tons, were estimated for tracts for which statistics are not usually received.

SIND.—The total area was reported to be 471,000 acres (30,000 being in Native States) as against 391,000 acres (23,000 in Native States) for the previous year, an increase of 20·6 per cent.

The outturn was estimated at 127,000 tons (9,000 in Native States) compared with 97,000 tons the previous year, an increase of 30·9 per cent.

BIHAR AND ORISSA.—The total area sown was reported to be 1,281,000 acres as against 1,285,000 acres the previous year, a decrease of 0·3 per cent.

The yield was estimated at 532,000 tons compared with 557,000 tons the previous year, a decrease of 4·5 per cent.

NORTH-WEST FRONTIER PROVINCE.—The total area was reported to be 880,000 acres as against 1,203,000 acres the previous year, a decrease of 26·8 per cent.

The total yield was estimated at 195,000 tons against 280,000 tons the previous year, a decrease of 30·4 per cent.

BENGAL.—The total area sown was reported to be 146,000 acres compared with 143,000 acres the previous year, an increase of 2·1 per cent.

The total yield was estimated at 51,000 tons as against 47,000 tons the previous year, an increase of 8·5 per cent.

CENTRAL INDIA.—The total area sown (excluding that in the Bundelkhand States from which returns had not been received) was reported to be 2,931,000 acres as compared with 2,563,000 acres for the same tracts the previous year, an increase of 14·4 per cent.

The yield was estimated at 982,000 tons against 686,000 tons the previous year, an increase of 43·1 per cent.

HYDERABAD—Reported 851,000 acres compared with 970,000 acres the previous year, a decrease of 12·3 per cent. attributed to defective rainfall in places. The outturn was estimated at 48,000 tons as against 43,000 tons the previous year, an increase of 11·6 per cent.

RAJPUTANA.—The total area sown was reported to be 1,014,000 acres as compared with 963,000 acres last year, an increase of 5·3 per cent.

The total yield was estimated at 211,000 tons as against 204,000 tons the previous year, an increase of 3·4 per cent.

MYSORE—Reported 4,000 acres and 700 tons compared with 4,000 acres and 500 tons the previous year.

The following figures show the total acreage and outturn of Wheat in each official year from 1884-85 to 1912-13 :—

Years.	Acres.	Outturn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524

Years.	Acres.	Outturn in Tons.
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09	26,068,100	7,597,500
1909-10	28,017,500	9,590,600
1910-11	30,489,800	10,040,500
1911-12	31,141,000	9,924,500
1912-13 *	29,542,000	9,597,700

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 32 years are shown below :—

(1881-82 to 1911-12).

Worst Years.			Best Years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,00,618
			1882-83 ...	799,688	6,08,88,136
1889-90 ...	690,110	5,79,26,147	1883-84 ...	1,050,070	8,89,58,112
			1884-85 ...	792,494	6,31,60,182
1893-94 ...	607,842	5,19,39,850	1885-86 ...	1,053,446	8,00,53,311
			1886-87 ...	1,113,181	8,62,59,856
1894-95 ...	344,506	2,56,62,468	1888-89 ...	880,570	7,52,32,794
			1890-91 ...	716,024	6,04,24,260
1895-96 ...	500,208	3,91,43,765	1891-92 ...	1,515,335	14,38,20,622
			1892-93 ...	748,672	7,44,03,835
1896-97 ...	95,531	83,64,498	1898-99 ...	976,024	9,71,96,877
			1903-04 ...	1,295,565	11,08,89,546
1897-98 ...	119,630	1,34,11,515	1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
1899-1900 ...	485,204	3,90,94,963	1906-07 ...	801,445	7,25,44,650
			1907-08 ...	880,459	8,58,50,350
1900-01 ...	2,501	3,00,832	1909-10 ...	1,050,574	12,70,90,884
			1910-11 ...	1,266,150	12,95,82,291
1901-02 ...	366,090	3,25,59,204	1911-12 ...	1,361,166	13,34,84,580
			1912-13 ...	1,660,163	17,69,34,226
1902-03 ...	514,607	4,51,53,570			
1908-09 ...	109,757	1,34,00,777			

* The figures for 1912-13 are subject to revision.

ESTIMATE OF THE WHEAT CROP OF THE SEASON, 1912-13.

Share of each Province of Area and Yield for 1911-12 and 1912-13.

Province or State.	Area.			Yield.			Increase or Decrease in last and current year (1911-12 and 1912-13).			
	Average of previous 5 years ending 1910-11.	Of last year's crop, 1911-12.	Of current year's crop, 1912-13.	Average of previous 5 years ending 1910-11.	Of last year's crop, 1911-12.	Of current year's crop, 1912-13.	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,752,000	1,284,000	1,539,000	402,920	265,000	451,000	+ 255,000	19·85	+ 186,000	70·18
Central Provinces & Berar	3,272,000	3,739,000	3,739,000	819,400	904,000	1,067,000	...	...	+ 163,000	18·03
Rajputana ...	921,000	963,000	1,014,000	208,720	204,000	211,000	+ 51,000	5·29	+ 7,000	3·43
Central India ...	2,192,000	2,563,000	2,931,000	475,860	686,000	982,000	+ 368,000	14·35	+ 296,000	43·14
Sind (including Native States) ...	540,000	391,000	471,000	140,280	97,000	127,000	+ 80,000	20·46	+ 30,000	30·92
Hyderabad ...	1,054,000	970,000	851,000	82,540	43,000	48,000	— 119,000	12·26	+ 5,000	11·62
Total of Provinces and States supplying Bombay...	9,731,000	9,910,000	10,545,000	2,129,720	2,199,000	2,886,000	+ 635,000	6·40	+ 6,87,000	31·24
Punjab (including Native States) ...	9,338,000	11,018,000	9,289,000	3,192,120	3,809,000	2,989,000	—1,729,000	15·69	— 820,000	21·52
N.-W. Frontier ...	1,037,000	1,208,000	880,000	246,540	280,000	195,000	— 323,000	26·64	— 85,000	30·35
United Provinces of Agra and Oudh...	6,195,000	7,578,000	7,397,000	2,371,440	3,032,000	2,944,000	— 181,000	2·38	— 88,000	2·90
Bengal	1,384,000	143,000	146,000	449,880	47,000	51,000	+ 3,000	2·09	+ 4,000	8·51
Bihar and Orissa...		1,285,000	1,281,000		557,000	532,000	— 4,000	·31	— 25,000	4·48
Mysore	3,000	4,000	4,000	480	500	700	...	...	+ 200	40·00
Total of Provinces and States other than those supplying Bombay...	17,957,000	21,231,000	18,997,000	6,260,460	7,725,500	6,711,700	—2,234,000	10·52	—1,013,800	13·12
GRAND TOTAL...	27,688,000	31,141,000	29,542,000	8,390,180	9,924,500	9,597,700	—1,599,000	5·13	—326,800	3·29

The yield per acre is shown in the following statement :—

Provinces.	Average of previous 5 years.	*Year 1911-12.	†Year 1912-13.
Bombay Proper	·230	·206	·293
Provinces supplying Bombay ...	·218	·221	·273
All India	·303	·318	·324

* Rectified. † Subject to revision.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last twelve years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
,, 1895	21·62	15·19	14·56	14·56
,, 1896	14·25	12·25	13·88	13·37
,, 1897	8·25	8·88	9·0	7·75
,, 1898	14·37	12·94	11·19	9·56
,, 1899	17·5	17·19	15·0	12·94
,, 1900	14·81	12·31	9·44	7·62
,, 1901	11·23	10·5	8·87	8·18
,, 1902	15·56	14·31	12·75	9·19
,, 1903	15·01	14·75	13·82	10·85

		Punjab.	United Provinces.	Central Provinces.	Bombay.
March	1904	16·85	15·67	14·76	13·24
„	1905	15·30	12·95	14·32	12·34
„	1906	14·04	11·40	12·30	8·88
„	1907	16·57	12·73	14·72	9·90
„	1908	8·56	7·81	8·25	7·75
„	1909	8·88	9·48	10·18	7·93
„	1910	11·33	10·26	11·18	8·48
„	1911	14·5	13·40	13·96	10·04
„	1912	11·49	11·50	11·96	8·47
	1913	10·99	11·01	11·21	8·78
April	1913	11·35	11·62	11·26	8·78

EXPORTS.

The table shows the Exports of Wheat from India to Europe in thousands of tons :—

From	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	Average 1902-1911.
Bombay ...	250	190	166	84	108	1	28	24	210	265	103
Karachi ...	984	1,394	1,031	870	694	110	933	657	925	1223	769
Calcutta...	72	160	191	129	128	...	5	6	166	434	128
Total...	1,306	1,744	1,388	1,083	930	111	966	687	1,301	1,922	1,000

COTTON.

RECEIPTS.—The total arrivals into Bombay from 1st September 1912 to 31st August 1913 were 2,779,000 bales of 392 lbs. as compared with 2,537,000 bales of 392 lbs. for the same period in the previous year, thus showing an increase of 242,000 bales on the 1911-12 figures. Compared with the average yearly receipts of the 10 calendar years 1902-1911 of 2,493,000 bales, the increase amounts to 24·94 per cent. When comparing the 1912-13 figures with those of the previous year, it must be remembered that in the total Bombay receipts of 1911-12 were included 221,000 bales of 392 lbs. Americans, whereas the 1912-13 figure of 2,779,000 bales total arrivals into Bombay includes only 36,000 bales of Americans. Taking *Indian* cotton alone, the increase of arrivals into Bombay in 1912-13 is therefore 427,000 bales as compared with 1911-12.

The arrivals from the Omra Districts fell short of those of the previous years by 244,000 bales. Weather conditions in the Berar, Central Provinces and Barsi Nugger Districts were fairly favourable, so that these returned about normal crops, but in Central India and Khandesh and the East Deccan the rainfall was insufficient, so that the crops in the first two turned out below normal, while in the latter the cotton crop failed almost completely. The Bengal crop was a good one, and the arrivals into Bombay totalled 495,000 bales, as against only 232,000 bales the year before. The arrivals from Sind were even heavier than in the previous year and totalled 119,000 bales or 24,000 bales more than in 1911-12. In the Karnatak the rains were somewhat late, but later in the season the weather was favourable, so that the crop was a satisfactory one, and 212,000 bales arrived into Bombay, which is, however, 29,000 bales less than the previous year

The arrivals of Westerns into Bombay were 119,000 bales, which constitutes the record for Bombay. The following table gives in detail the receipts of the various growths into Bombay during the season and calendar year, together with the returns of the previous four and three years respectively:—

Receipts of Cotton into Bombay of each growth.
(000s omitted.)

Growths.	Seasons. From 1st Sept. to 31st August.		Seasons. From 1st July to 30th June.			Calendar years ending 31st December.				Average 1902 to 1911.
	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1913.	1912.	1911.	1910.	
	F. P. Bales.	F. P. Bales.	F.P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
Khandesh	273	*275	401	423	307	335	*288	328	388	453
Central India ..	97	162	152	218	111	123	157	140	211	
Barsi and Nugger..	*121	*118	120	272	129	*147	*135	102	216	167
Berar	450	*540	359	526	341	467	*514	367	443	719
Central Provinces ..	269	359	150	296	155	293	286	220	213	
Total Domras..	1,210	1,454	1,182	1,735	1,043	1,365	1,380	1,157	1,471	1,339
Dhollera	285	30	270	250	219	306	38	252	257	214
Broach	293	143	219	306	192	294	132	229	305	212
Coompta & Dharwar.	*212	*241	251	223	243	*245	*238	253	278	187
Westerns	119	103	89	46	52	109	120	54	43	34
Bengal, N.-W. Provinces.	349	127	295	414	291	492	292	111	333	426
Bengal, Rajputana.	146	105	136	123	68	158	116	125	128	
Sind	119	95	62	44	35	115	95	72	40	51
Persian	3	5	3	5	3	3	5	3	3	4
Other Sorts	43	234	10	6	20	29	217	44	2	26
Grand Total ..	2,779	2,537	2,467	3,152	2,166	3,115	2,638	2,300	2,860	2,493

* Revised.

EXPORTS.—The season opened with rates of Indian Cotton at a very high level, and from the buyers' point of view on an unfavourable parity with Americans. The parity grew worse until about the middle of February 1913, when, under the weight of arrivals, a reaction in the prices of Indian cotton set

in, which was, however, temporarily checked in March 1913 by a corner in Broach cotton, which influenced the course of prices of all other Bombay varieties. After March 1913 a steady decline set in. The high rates ruling during the first six months of the season account for the comparatively small Exports to Europe, which from 1st September 1912 to 31st August 1913 amount to only 534,000 Bales. Although this is 130,000 Bales more than during the same period of the preceding year, when Indian cotton was also very dear compared with Americans; it is only about half as much as in 1910-11, when the arrivals into Bombay totalled only 2½ Millions Bales, but when Indian prices were in much better parity to Americans than the last two years. The total Exports from Bombay from 1st September 1912 to 31st August 1913 came to 1,587,000 Bales, which is 57·11 per cent. of the total arrivals into Bombay for the same period, and 266,000 Bales or 20·13 per cent. more than the total Exports in 1911-12. Taking the calendar year, the total Exports in 1913 were 49·14 per cent. more than in 1912, or just 30 per cent. more than the average of the previous 10 years. The Exports to Japan and China are 1,023,000 Bales, or 14·81 per cent. more than in the previous year. Japan is not so favourably placed for the import of Americans as Europe, so that the high prices of Indian cotton did not deter Japan to take her full share of the Indian crop. In fact Japan was—through her large purchases during the earlier part of the season—instrumental in keeping Indian prices high. The takings by Calcutta and Coast Ports were 15·38 per cent. more than in 1911-12.

The consumption of the Cotton Mills in the Island of Bombay was estimated at 1,072,000 Bales as against 1,078,000 Bales the year before and 1,039,000 bales yearly average of the last 10 calendar years.

Exports of Cotton and Mill Consumption.
(000s omitted.)

To	Seasons. From 1st Sept. to 31st August. 1912-13.	1911-12.	From 1st July to 30th June. 1910-11.	1909-10.	1908-09.	Calendar years ending 31st December. 1913.	1912.	1911.	1910.	Average 1902 to 1911.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
Great Britain ..	21	13	57	96	22	25	15	47	93	52
Continent	513	391	957	958	621	711	421	730	1,060	798
Total Europe ..	534	404	1,014	1,054	643	*a* 736	*b* 436	*c* 777	*d*1,153	850
China and Japan ..	1,023	891	629	933	700	1,136	820	624	885	582
Calcutta and Coast Ports	30	26	39	35	23	31	20	38	33	32
Total Eastward ..	1,053	917	668	968	723	1,167	840	662	918	614
Total Exports ..	1,587	1,321	1,682	2,022	1,366	1,903	1,276	1,439	2,071	1,464
Mill Consumption ..	*1,072	*1,078	953	984	1,099	*1,072	*1,078	* 953	* 984	*1,039
Grand Total ..	2,659	2,399	2,635	3,006	2,465	2,975	2,354	2,392	3,055	2,503

* Years ending 30th June. *a* Excluding 100 bales exported to U. S. of America.
b Do. 200 do. do. do.
c Do. 450 do. do. do.
d Do. 797 do. do. do.

The following table explains how the available supplies of Cotton in Bombay, during the season ending 31st August 1913, were distributed, from which it will be seen that 59·684 per cent. was exported, and 40·316 per cent. was consumed by the local Mills. In the previous season ending 31st August 1912, the Exports accounted for 55·064 per cent. and the Mill consumption for 44·936 per cent. of the total taken from last season, supplies:—

Distribution.

Season ending 31st August 1913.		Season ending 31st August 1912.	
Exported to Great Britain ...	·790	Exported to Great Britain.	·542
„ Continent	19·293	„ Continent.	16·298
„ China and Japan ...	38·473	„ China and Japan.	37·140
„ Calcutta and Coast .	1·128	„ Calcutta and Coast.	1·084
Total Exports	59·684	Total Exports ...	55·064
Mill Consumption	40·316	Mill Consumption.	44·936
Total ...	100·000	Total. ...	100·000

Actual Clearances of Cotton from Bombay to different Ports in Europe during the years 1912 *and* 1913.

To	1913. 6 months ending 31st December.	1913. 6 months ending 30th June.	1913. Total for 12 months.	1912. 6 months ending 31st December.	1912. 6 months ending 30th June.	1912. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. B. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool ..	(A)10,383	14,581	24,964	4,455	10,447	14,902	+ 10,062	67·52
London. ..	(B) 507	5	512	10	....	10	+ 502	....
Manchester ..	....	5	5	....	....	....	+ 5	....
Hull	500	(G) 486	986	....	(d) 109	109	+ 877	804·58
Marseilles ..	(C) 6,853	(H)7,204	14,057	(a) 2,701	(e) 6,145	8,846	+ 5,211	58·90
Havre.. ..	2,522	7,480	10,002	2,370	4,372	6,742	+ 3,260	48·35
Rouen ..	500	....	500	....	....	....	+ 500	....
Dunkirk ..	30,702	35,565	66,267	6,488	40,006	46,494	+ 19,773	42·52
Revel ..	500	....	500	....	....	....	+ 500	....
Antwerp ..	(D)67,870	(I)59,555	127,425	(b) 28,834	57,277	86,111	+ 41,314	47·97
Ghent ..	1,720	100	1,820	....	220	220	+ 1,600	727·27
Hamburg ..	(E)96,459	61,979	158,438	26,367	48,232	74,599	+ 83,839	112·38
Bremen ..	7,098	7,129	14,227	330	2,937	3,267	+ 10,960	335·47
Genoa.. ..	47,282	42,897	90,179	28,029	28,318	56,347	+ 33,832	60·04
Venice ..	33,708	20,902	54,610	20,127	26,785	46,912	+ 7,698	16·40
Leghorn ..	....	35	35	65	....	65	— 30	46·15
Naples ..	7,365	11,164	18,529	4,944	7,165	12,109	+ 6,420	53·01
Ancona ..	2,698	1,820	4,518	2,189	1,000	3,189	+ 1,329	41·67
Mestre ..	3,000	....	3,000	200	....	200	+ 2,800	1400·00
Trieste ..	63,629	45,920	109,549	21,437	38,843	60,280	+ 49,269	81·73
Fiume	8,354	3,271	11,625	2,050	6,258	8,308	+ 3,317	39·92
Barcelona ..	7,207	12,135	19,342	3,780	2,717	6,497	+ 12,845	197·70
Malaga ..	....	800	800	....	....	....	+ 800	....
Passages ..	80	....	80	....	....	....	+ 80	....
Rotterdam ..	1,475	385	1,860	55	165	220	+ 1,640	745·55
Gothenburg ..	595	100	695	150	....	150	+ 545	363·33
Norkopping..	....	....	....	.....	55	55	— 55	....
Gefle ..	....	....	....	....	50	50	— 50	....
Uddevalla ..	....	....	.....	110	....	110	— 110	....
Malmoe ..	330	....	330	220	....	220	+ 110	50·00
Lisbon ..	100	300	400	....	....	....	+ 400	....
Oporto ..	....	200	200	....	....	....	+ 200	....
Syra.. ..	50	50	100	....	....	....	+ 100	....
Salonica ..	200	....	200	....	....	....	+ 200	.....
Port Said ..	(F) 457	(J) 50	507	(c) 196	....	196	+ 311	158·67
Total ..	4,02,144	3,34,118	7,36,262	1,55,107	2,81,101	4,36,208	Net Increase 3,00,054	— 68·78

N. B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases, the named port is used as a transhipping port to other countries, as the underquoted notes will show:—

1913.—(**A**) Including 100 Bales for Spain, (**B**) 496 France, (**C**) 3,800 Spain, (**D**) 160 Spain, 196 Sweden, 333 Norway, (**E**) 296 Sweden, (**F**) 57 France, 400 Italy, (**G**) For France, (**H**) 3,099 Spain, (**I**) 110 Sweden, (**J**) For Spain.

1912.—(a) Including 541 Bales for Spain. (b) 112 for France. (c) For France, (d) For Norway, (e) 2,100 Spain.

From the following statement of shipments of cotton during the last two calendar years, it will be seen that, whilst in 1912 shipments from Bombay to the United Kingdom were only 15,000 Bales, they have, during 1913, increased to 25,385 Bales Germany has absorbed 172,000 Bales, thus heading the list, Italy being a good second with 171,000 Bales, Belgium coming third with 128,000 bales, followed by Austria with 121,000 bales and France with 85,000 Bales.

Actual Clearances of Cotton from Bombay to different Countries in Europe, during the years ending 31st December 1912 and 1913.

Country of Destination.	1913.	1912.
	F. P. Bales.	F. P. Bales.
United Kingdom	25,385	14,912
France	85,466	59,749
Belgium	128,446	86,219
Holland	1,860	220
Spain	27,431	9,138
Portugal	600	.....
Italy...	171,271	118,822
Sweden	1,627	585
Norway	333	109
Germany	172,369	77,866
Austria	121,174	68,588
Greece	100	.....
Turkey in Europe	200	.....
Total ...	* 736,262	† 436,208

* Excluding 100 bales exported to U. S. of America.

† „ 200 „ „ „ „ „ „ „

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873..	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	*8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,149	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,947,198	45,497	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...
Do. 31st Dec. 1903...	2,664,171	52,654	* 31,522	21,131	...
Do. 31st Dec. 1904...	2,292,791	48,673	* 29,666	19,006	...
Do. 31st Dec. 1905...	2,534,599	53,255	* 31,427	21,828	...
Do. 31st Dec. 1906...	2,685,432	54,215	* 33,516	20,699	...
Do. 31st Dec. 1907...	2,976,312	60,171	* 37,054	23,117	...
Do. 31st Dec. 1908...	2,302,349	48,844	* 39,706	9,138	...
Do. 31st Dec. 1909...	2,736,023	57,502	* 38,310	19,192	...
Do. 31st Dec. 1910...	3,163,919	65,853	* 40,617	25,236	...
Do. 31st Dec. 1911...	2,390,016	54,123	* 44,028	10,095	...
Do. 31st Dec. 1912...	2,528,825	55,571	* 41,953	13,618	...
Do. 31st Dec. 1913...	3,127,997	64,049	* 42,441	21,608	...

* Including Rs. 10,000 credited to Chamber's Funds for Office supervision.

Statement showing the total measurement of Bales and Miscellaneous Packages with Receipts, for the Years 1908 to 1913.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1908	2,059,611	32,181 6 9	242,678	15,806 6 6	60	30 0 0	.....	826 5 9	2,302,349	48,844 3 0
1909	2,460,796	38,449 15 0	275,208	18,173 11 6	19	9 8 0	.....	869 7 0	2,736,023	57,502 9 6
1910	2,855,234	44,613 0 6	308,668	20,011 10 6	17	8 8 0	.....	1,219 14 3	3,163,919	65,853 1 3
1911	2,074,080	32,407 8 0	315,936	20,837 8 6	...	.....	.....	878 4 0	2,390,016	54,123 4 6
1912	2,217,354	34,646 2 6	311,461	20,649 8 3	10	5 0 0	.....	270 11 0	2,528,825	55,571 5 9
1913	2,843,348	44,427 5 0	284,618	18,896 6 0	31	15 8 0	.....	710 9 3	3,127,997	64,049 12 3

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1913.

RECEIPTS.	Amount. Rs. A. P.	Amount. Rs. A. P.
Balance on 31st December 1912		89,566 8 9
Subscription for Membership	21,405 14 7	
Subscription for Publications	20,977 13 4	
Measurement Fee Account.		
Measurement Fee Receipts.... Rs. 64,049 12 3		
Less—Salaries to Measurers, Sepoys, etc. Rs. 32,440 15 2 —Contribution to the Chamber's Establishment, 10,000 0 0	42,440 15 2	
	21,608 13 1	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0	
Interest on Fixed Deposits	3,460 0 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	424 12 1	

EXPENDITURE.	Amount. Rs. A. P.	Amount. Rs. A. P.
Office Rent	5,127 8 0	
Printing—		
Annual Report, 1912, and other Miscellaneous Papers	4,959 0 0	
Advertisements *re* Meetings, Elections, &c.	331 4 0	
Books and Periodicals	949 10 0	
Office Salaries (Chamber's Head Office and Statistical Department, Millowners' and Cotton Trade Associations)	47,829 1 5	
General Charges, including Petties, Postage, Fire Insurance Premium, &c.	2,997 14 0	
Cost of Weather and Crop Reports	2,520 0 0	
Stationery	911 2 4	
Printing Daily and Weekly Trade Returns, Manifests and other Statistics and Contribution to the G. I. P. Railway	24,577 15 7	
Auditors' Fee for the year ending 31st December 1913	150 0 0	
Telephone Rent	360 0 0	
Law Charges	626 4 0	
Furniture	1,808 4 0	
Contribution, Interest, &c., paid to Provident Fund	3,643 3 5	
Passage money, &c., paid for Mr. Noel Wilkinson, Assistant Secretary, from London to Bombay	834 0 0	
Expenses in connection with a Silver Casket and an Address of Welcome presented to H. E. Lord Willingdon, Governor of Bombay	425 0 0	

Contribution from the Bombay Cotton Trade Association, Ld.	7,160 0 0		Contribution towards the teaching staff of the College of Commerce, Bombay, for the year 1913	1,500 0 0		
						99,550 2 9
Contribution from the Bombay Millowners' Association	12,000 0 0		Funds of the Chamber as under :—			
			Fixed deposit with the Chartered Bank for 1 year at 4 per cent	30,000 0 0		
Balance of Receipts over Expenditure on Arbitration Fees	830 0 0		Do. Yokohama Specie Bank, Ld., for 1 year at 4 per cent.	30,000 0 0		
			Do. National Bank of India, Ld., for 1 year at 4 per cent.	20,000 0 0		
Fees for Certificates of Origin issued	498 0 0		Do. Eastern Bank, Ld., for 1 year at 4½ per cent.	6,500 0 0		
			Bank of Bombay Current Deposit Accounts—			
		98,365 5 1	Rs. a. p.			
			Balance of Chamber's Current Accounts 2,783 14 2			
			Less—Amount due to the late Mr. C. J. Michael's Family Fund 782 8 0			
				2,001 6 2		
			Cash in hand	1,971 4 11		
				90,472 11 1		
			Less—Cost of Weather and Crop Reports, Auditors' Fee, &c., unpaid	2,091 0 0		
			Net Balance to carry forward			88,381 11 1
Total Rs.		1,87,931 13 10	Total Rs.			1,87,931 13 10

Examined and found correct.

A. F. FERGUSON & Co.,

Chartered Accountants.

BOMBAY, 14*th January* 1914.

R. E. GREGOR-PEARSE,

Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1913.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1912	....	25,618 8 8	Claims paid to Members of the Staff..	.....	1,615 8 9
Subscriptions paid by the Members of the Staff	....	4,383 10 9	Expenses	....	62 6 0
Contribution paid—			Balance as under—		
By the Chamber of Commerce	3,534 5 5		City of Bombay Improvement Trust Bonds at 4 per cent. for Rs. 16,000—cost	15,355 0 0	
,, ,, Millowners' Association.....	512 0 0		Port Trust Bonds at 4 per cent. for Rs. 8,000—cost	8,092 8 0	
,, ,, Cotton Trade Association, Ld.	337 5 4		Bombay Municipal Bonds at 4 per cent. for Rs. 3,500—cost.....	3,627 8 0	
		4,383 10 9			
Interest	....	1,058 14 3	Cash in the Bank of Bombay	6,191 13 8	
					33,766 13 8
Total Rs. ..	....	35,444 12 5	Total Rs. ..	....	35,444 12 5

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 14*th January* 1914.

R. E. GREGOR-PEARSE,
Secretary.

THE BOMBAY CHAMBER OF COMMERCE.

THE LATE MR. C. J. MICHAEL'S FAMILY FUND.

Statement of Accounts from 1st January to 31st December 1913.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1912	....	12,452 8 0	Monthly allowance paid to Mrs. Annie Michael	2,520 0 0	
Interest on Fixed Deposits	....	330 0 0	Tuition and Board fees of Master Cyril Michael	480 0 0	
					3,000 0 0
			Balance as under :—		
			Fixed Deposit with the Bank of Bombay for 1 year at 3½ per cent.	9,000 0 0	
			Cash with the Chamber of Commerce	782 8 0	
					9,782 8 0
Total Rs.	....	12,782 8 0	Total Rs.	....	12,782 8 0

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 14*th January* 1914.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX A-1.

RULES FOR ELECTION OF ADDITIONAL MEMBERS OF LEGISLATIVE COUNCIL OF GOVERNOR OF BOMBAY.

No. 710 of 1913.

LEGAL DEPARTMENT,

BOMBAY CASTLE, 25th June 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to invite your attention to the regulations for the nomination and election of additional members of the Legislative Council of the Governor of Bombay, published at page 1771 of the Bombay Government Gazette, Part I, dated the 17th October 1912, and to request that you will be so good as to report whether the last elections to the Legislative Council brought to light any points in which the election rules need amendment.

2. I am to request a reply to this reference by the 1st September 1913.—I have, etc.,

J. NISSIM,
for Secretary to Government.

No. 571 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 3rd July 1913.

The SECRETARY TO GOVERNMENT,
LEGAL DEPARTMENT,
Bombay.

SIR,—I am desired to acknowledge receipt of your letter No. 710, dated 25th ultimo, in connection with the Regulations for the nomination and election of additional members of the Legislative

Council of the Governor of Bombay, and to state in reply thereto, that so far as the rules governing the election of this Chamber's representative are concerned, my Committee have no amendment to suggest.—I have, etc.,

C. H. ARMSTRONG,
Chairman.
R. E. GREGOR-PEARSE,
Secretary.

APPENDIX A-2.

UMPIRES IN PIECE-GOODS DISPUTES.

No. 223 of 1912-1913.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.
BOMBAY, 2nd April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—At the general meeting of my Association, held on the 30th ultimo, the question of the appointment of native piece-goods merchants, as umpires, was given a deliberate and serious consideration, when the previous correspondence passed between your Chamber and my Association was duly weighed and carefully considered, and, in consequence thereof, I have been directed by my Association to address you again on the subject, as hereunder:—

The Native Piece-Goods Merchants' Association have become exceedingly anxious to have for their members the right which your Chamber has hitherto monopolized for themselves and which has been persistently refused to the members of the Association, without any just and reasonable grounds for their doing so. My Association have strong reasons to believe that the members have in several cases had very good and reasonable grounds to be dissatisfied with the decisions of the European Umpires, and to remedy this grievance they have, as a last resort, adopted and passed the following resolution.

It is hoped that your Chamber will be good enough to comply with the rules embodied in the resolution and which rules in the

opinion of our members are calculated to place both the Chamber and the Association on an equal footing and do justice to the parties concerned. It may be stated here that in case of non-compliance by your committee, my Association will with some hesitation and reluctance have to make all possible efforts in their powers to carry out the spirit of the resolution as the last remedy.

Hoping to receive a favourable reply from you within the 15th of the current month at the latest.—I am, etc.,

PURSHOTAM KANJI,
Hon. Joint Secretary.

Resolution unanimously passed at the General Meeting of the Bombay Native Piece-Goods Merchants' Association held on the 30th March 1913.

That the cases regarding piece-goods disputes, in which, two arbitrators or surveyors disagree, which are till now submitted to the Bombay Chamber of Commerce for umpirage, shall hereafter be sent to the said Chamber and the Bombay Native Piece-Goods Merchants' Association alternately according to their turn for final decision. Such cases shall in accordance with the arrangements made, be submitted for final decision to one of the 24 umpires elected by the Association for the time being and the person so acting as umpire shall have the same authority and power as that of the umpire appointed by the said Chamber. Each body shall enjoy their turn of appointing an umpire to give out final decision in a particular given case for each first and second three months according to the arrangement arrived at between them.

That the following additions should be made to the rules and regulations already in existence for the better guidance of the survey business:—

1. In cases, where the decision of the umpire is necessary, the name of the supplier of the goods shall not be disclosed to the umpire.

2. Ordinarily, the umpire shall in his award state the necessary reasons for his not granting the allowance for any apparent defects and shall also state the reasons why he agrees or disagrees with the one or the other of the

surveyors and shall specially do so where a surveyor or surveyors have put in his/their case with facts and figures. The award of the umpire shall in all cases bear his signature in full.

3. The members of the Bombay Chamber of Commerce who act as umpires shall not act as surveyors and *vice versa*.

4. The office bearers of the Chamber, *viz.*, the Chairman Vice-Chairman, the Secretary, &c., so long as they are holding their respective offices, shall not act as surveyors.

5. In cases where both the surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the umpire may either agree with one or the other of the surveyors, or may award compensation according as he may think just and reasonable, independently of the either or both the surveyors, but cannot pass the goods quite as a fair tender in contradiction to the opinions of both the surveyors.

No. 341 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 17th April 1913.

The JOINT HON. SECRETARIES,
NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter No. 223, dated 2nd instant, and to inform you that it has received the consideration of the Committee of this Chamber, who, however, regret they cannot make any alterations in the Chamber's rules without the concurrence of the general body of its members.

When the views of the importing members of this Chamber have been ascertained, the points raised by your Association will be further discussed.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 369 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 25th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—I am instructed to send you copies of recent correspondence with the Bombay Native Piece-Goods Merchants' Association, regarding the appointment of native umpires and other matters, from which you will see that my Committee have advised the Association that they are unable to alter the rules, now existing, without the concurrence of the importing members of this Chamber. At a private and confidential meeting, held a few days ago, in the rooms of the Chamber, the opinion was strongly expressed that the Chamber should not agree to native umpires for the reason given in this Chamber's letter of the 28th September 1911 to the Association and in your Chamber's letter of the 21st idem on the same subject.

2. The dealers, under instructions from their Association, have now ceased business with importing offices and trade for the moment is at a deadlock.

3. Unless manufactures, printers, etc., will agree to pay claims awarded by native umpires it is hoped that your Chamber will support the Bombay Chamber in this matter.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 312 of 1912-1913.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 21st May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to the second para. of your letter No. 241, dated the 17th April 1913, we are directed by the Managing Committee to request you to let them know whether your Chamber

has finished obtaining the views of the importing members on the question, and, if so, they will now be pleased to have their decision.

Awaiting your early reply.—Yours faithfully

PURSHOTAM KANJI,
JAVERCHAND KALLIANJI,
Hon. Joint Secretaries.

No. 432 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 22nd May 1913.

The JOINT HONORARY SECRETARIES,
NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I beg to acknowledge the receipt of your letter No. 312 of the 21st instant, with reference to my letter of the 17th ultimo, and in reply thereto I am instructed to say that from enquiries made, my Committee have learnt that importing members of this Chamber are not in favour of any alteration of present rules for the final settlement of disputes on piece-goods as referred to in the first para. of the enclosure received with your letter No. 223 of the 2nd April.

As regards the other questions raised by you, my Committee have very carefully considered your suggestions and if, when business has been resumed, your Association will appoint a small Committee of three or four to deal with the points raised, my Committee will be very glad to discuss them in detail at the earliest possible opportunity.

I am therefore instructed to invite your Committee on the resumption of business to appoint a deputation for this purpose, and if agreeable to your Association, my Committee would at the same time discuss with your representatives the present system under which surveys are held with a view to effecting any improvements in the method of procedure generally, which may be considered advisable.—I am, etc.,

NOEL WILKINSON,
Asst. Secretary.

No. 321 of 1912-13.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,

BOMBAY, 26th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter No. 432, dated the 22nd instant. In reply we are instructed to say that our Committee regret that the Committee of your Chamber are not in favour of any alteration of present rules for the final settlement of disputes on piece-goods as referred to in the first para. of our enclosure to our letter No. 223 of the 2nd April.

With regard to the suggestion in the 2nd para. of your letter asking our Association to appoint a small Committee to deal with other points raised in our said letter after resuming business, our Committee cannot accept it unless the whole question raised in our letter No. 223 of the 2nd April is referred to a Joint Committee appointed by both bodies for final settlement.

Our Committee think that it is desirable that the whole question under discussion should be threshed out before business is resumed and hope that your Committee will see their way to reconsider this matter.

An early reply will oblige.—Yours faithfully,

PURSHOTAM KANJI,
JAVERCHAND KALLIANJI,
Hon. Joint Secretaries.

No. 451 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 28th May 1913.

The JOINT HONORARY SECRETARIES,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I beg to acknowledge the receipt of your letter No. 321 of the 26th instant in answer to my No. 432 of the 22nd, and in reply am directed to state that, in the hope that the situation may

be further considered by your Association, my Committee will still be glad at any time to exchange views in person with a deputation of your members and would suggest that such a Meeting should be arranged.—I am, etc.,

NOEL WILKINSON,
Assistant Secretary.

No. 332 of 1912-13.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

BOMBAY, 30th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter No. 451 of 28th instant.

As desired in your said letter with a view to consider the question raised in our letter No. 223 of 2nd April, our Committee have appointed a small Committee of the following gentlemen to discuss with members of your Committee, who will be pleased to meet your Committee on Wednesday, the 4th proximo, between the hours of 3 and 5 P. M. (Standard Time), if convenient.

Awaiting an early reply.

Names of the members of the Sub-Committee—

1. Hon. Mr. Manmohandas Ramji, J. P.
2. Mr. Gopalji Valji Soonderji.
3. ,, Ranchhordas Thakersey.
4. ,, Jeverchand Cullianji.
5. ,, Rattonji Behramji Ghandhi.
6. ,, Devidas Madhowji Thackersey, J. P.

Yours faithfully,
PURSHOTAM KANJI,
JAVERCHAND KALLIANJI,
Hon. Joint Secretaries.

No. 466 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 2nd June 1913.

The JOINT HONORARY SECRETARIES,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I beg to acknowledge the receipt of your letter No. 332 of the 30th ultimo, to which I am instructed to reply that my Committee will be pleased to exchange views with the gentlemen named by you at a meeting to be held in the rooms of this Chamber on Wednesday next, the 4th instant, at 4 o'clock (Standard Time).—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 493 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 11th June 1913.

The HON'BLE MR. MANMOHANDAS RAMJI,
CHAIRMAN,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.,
Bombay.

DEAR SIR,—With reference to the informal discussion which took place last Thursday, between three members of your deputation and three members of the Chamber's Committee, I am now instructed to advise that the scheme then approved has been submitted to the importing members of this Chamber and agreed to by them.

As, however, it is understood that your Committee does not agree to the scheme, I am to suggest that a further meeting between your deputation and our Committee might be advisable with the object of hearing why your Committee object, and to consider also any further alternative proposal you may desire to bring forward.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

Cablegram, dated 3rd June 1913.

FROM—THE MANCHESTER CHAMBER OF COMMERCE,

TO—THE BOMBAY CHAMBER OF COMMERCE.

Survey umpires. Manchester Chamber earnestly hopes you will maintain existing conditions.

CHAMBER OF COMMERCE,
MANCHESTER, 20th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter of the 25th April, I am desired to inform you that at the last meeting of the Board of Directors of this Chamber, the terms of a telegram despatched to you on the 3rd instant were accepted as correctly summarising the attitude of the Manchester Chamber on this subject.

The telegram ran as follows:—

> "Survey umpires. Manchester Chamber earnestly hopes you will maintain existing conditions."

The reasons for this opinion have been already expressed at length in the letter addressed to the Secretaries of the Bombay Native Piece-Goods Merchants' Association from this Chamber, dated the 21st September 1911, which appears at page 503 of the Annual Report of your Chamber for the year 1911.

I am in a position to state that the above telegram expresses the practically unanimous view of all merchants here engaged in the Bombay trade.

As regards the proposed rules formulated by the Native Piece-Goods Merchants' Association, I am to state that, in the opinion of the India Committee of this Chamber, they are not "calculated to place both the (Bombay) Chamber and the Association on an equal footing," as contended. The restrictions suggested in Rules 3 and 4, if enacted at all, should apply to the Association equally with

the Chamber. Rule 5 appears to my Committee to place an undue restraint on the freedom of an Umpire.—Yours faithfully,

WALTER SPEAKMAN,
Secretary.

No. 393 of 1912-13.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 15th July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—As no settlement has been possible at the conferences of the representatives of your Chamber and our Association and in order to prevent any possible misunderstanding in the matter, a Special General Meeting of our Association held yesterday resolved to forward you, for the approval of the importing members of your Chamber, the following proposal; and our Association trusts that as the suggestion now made will hold both sides equally responsible in the decision of the umpires, it would be found acceptable to the importing members of your Chamber as being a fair solution of the question :—

Suggestion :—Our Association suggests that your Chamber may also prepare their list of surveyors each time as the Association does, and in case of dispute between the buyers and sellers, surveyors may be elected from these lists. In case of the surveyors disagreeing in their award, they may elect any umpire from the two said lists. If they cannot, however, do so, the dispute be referred to the Chamber of Commerce, who will elect an umpire from the said lists alternately, and his decision shall be considered as final.

It has been further resolved that if the above suggestion meets with the approval of the general body of your importing members, a small committee of both sides be authorised to consider and finally settle the other points mentioned in our letter of the 2nd April last. —Yours faithfully,

PURSHOTUM KANJI,
JAVERCHAND KALLIANJI,
Hon. Joint Secretaries.

No 630 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 18th July 1913.

The JOINT HONORARY SECRETARIES,
BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am instructed by my Committee to acknowledge the receipt of your letter No. 393 of the 15th instant, with reference to the appointment of umpires and other matters and to thank you for the alternative suggestion put forward by your Association to the effect that the Chamber should also prepare its list of surveyors in the same way as your Association now does; that surveyors should be chosen from these lists and that in case of disagreement an umpire may be chosen by the surveyors from the same two lists. In case, however, the surveyors cannot agree on an umpire, the matter must be referred to the Chamber, who will select an umpire from the said lists alternately and that his decision shall be considered as final.

My Committee have carefully considered this suggestion and very much regret being unable to put it before their importing members for acceptance. With a view, however, to bring this long-standing dispute to a close, my Committee would suggest the following clause for consideration :—

> "That the Chamber of Commerce shall also from time to time prepare a list of its surveyors as the Association now does, and that in case of dispute between a buyer and seller, the surveyors must be chosen from these lists. In case the surveyors disagree in their award an umpire may be selected by them from the said two lists. If, however, they are unable to do this, the dispute must be referred to the Chamber of Commerce, who will select an umpire from a short list prepared by the Chamber composed of a few members of each body."

My Committee are, however, of opinion that all questions now in dispute between your Association and this Chamber should be settled simultaneously, and they would again suggest that a representative of your Association with full powers to settle all matters now under discussion should meet a representative of this Chamber

with similar powers, or, failing this, that a small Committee of your Association with full powers as aforesaid should meet a small Committee of this Chamber for the same purpose.

I am, in conclusion, to express a hope that these proposals will be acceptable to the members of your Association, and I trust that it may be found possible to arrange for an early meeting of a representative or representatives of both parties.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 400 of 1912-13.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,
BOMBAY, 21st July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your letter, dated 18th instant, we have the pleasure to state that a general meeting of our Association was held to-day to consider your above letter and the following resolution was passed :—

Resolution :—That this Association appoints their Chairman, the Hon'ble Mr. Manmohandas Ramji, J. P., as a representative of the Association to discuss and finally settle all the points raised in our letter to the Chamber, dated 2nd April last, with full powers as desired by the Chamber's letter with a hope that the Chamber will appoint a representative with similar full powers and due intimation thereof will be communicated to our Association at an early date.

Hoping to hear from you.—We are, etc.,

PURSHOTAM KANJI,
JAVERCHAND KALLIANJI,
Hon. Joint Secretaries.

CHAMBER OF COMMERCE,
BOMBAY, 7th August 1913.

With reference to questions regarding the selection and appointment of umpires in piece-goods disputes and to other matters referred to in a letter, dated 2nd April 1913, from the Bombay Native Piece-Goods Merchants' Association to the Bombay Chamber of

Commerce, it has been agreed this day by the Hon'ble Sir Charles Armstrong, Kt., and the Hon'ble Mr. Manmohandas Ramji on behalf of the said Chamber and Association, respectively, as follows that:—

1. The Chamber of Commerce and the Native Piece-Goods Merchants' Association will each appoint a number of members not exceeding 30 to act as Surveyors.

2. In event of Surveyors disagreeing in their award, they may refer the matter to an Umpire chosen by themselves before the arbitration is commenced. The said Umpire to be selected either from the official lists of Surveyors drawn up by the Chamber and the Association, respectively, or from the list of Umpires drawn up as mentioned in Clause 4.

3. If Surveyors are unable to agree as to their Umpire and also disagree in their award, they shall refer the dispute to the Chamber of Commerce for the appointment of an Umpire.

4. The list of Umpires will be drawn up at a meeting held in the Chamber of Commerce between the Chairmen and Vice-Chairmen of the Chamber and of the Association, respectively, and the number selected from each body shall be equal. The number of each shall not be less than six and not more than twelve. The actual number shall be fixed at the first meeting held.

At this said Meeting the representatives of the Chamber and of the Association will select their own Umpires respectively.

5. The appointment of Umpires is left to the Chamber of Commerce—when disputes are referred to the Chamber for such an appointment.

6. In cases where it is considered that special expert knowledge is required, the Chamber has the right to appoint an Umpire who may not necessarily be on the official list of Umpires.

7. In all cases the decision of an Umpire shall be final.

8. This agreement shall come into force on 15th October, but business shall be resumed at once.

9. Six months' notice in writing shall be given by either party before this agreement can be terminated.

Note.—The Chamber undertakes to act fairly in the appointment of Umpires as between the two parties.

The proposed additions Nos. 1, 2, 3, 4 mentioned in the Association's letter, dated 2nd April last, are withdrawn and No. 5 is accepted.

No. 5 reads as follows :—

In cases where both the Surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the Umpire shall either agree with one or other of the Surveyors, or, shall award compensation within the limits awarded by the Surveyors.

C. H. ARMSTRONG,
on behalf of the Bombay Chamber of Commerce.

MANMOHANDAS RAMJI,
on behalf of the Bombay Native Piece-Goods Merchants' Association.

No. 690 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 9th August 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Manchester.

DEAR SIR,—With reference to your letter, dated 20th June 1913, I am directed to send you herewith a copy of the terms of settlement which have been arranged by the Hon'ble Sir Charles Armstrong, Kt., on behalf of this Chamber, and the Hon'ble Mr. Manmohandas Ramji, on behalf of the Bombay Native Piece-Goods Merchants' Association.

My Committee desire me to assure you that these terms were the best possible obtainable after the matter had been under discussion for a period of over three months; and they therefore hope the arrangement will be considered satisfactory in Manchester.

I am to suggest that you might kindly send copies of the enclosed Circular to all Shippers to Bombay at your end, and inform them that the arrangement comes into force as from the 15th October 1913.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

CHAMBER OF COMMERCE,
MANCHESTER, 9th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Your letter of the 9th August, covering a copy of the terms of settlement arranged by your Chamber and the Bombay Native Piece-Goods Merchants' Association, with reference to the appointment of Umpires in Bombay in piece-goods disputes, was considered by the Board of Directors of this Chamber yesterday. Special consideration was given to Clause 5 of the terms, which confines an Umpire's award of compensation to some amount within the limits decided respectively by the Surveyors in the dispute.

The Board were of opinion that the limitation of the powers of an Umpire, as outlined in this Clause, should not have been conceded, and I was desired to inform you of their view, that they consider Umpires should have complete freedom of action.—Yours faithfully,

WALTER SPEAKMAN,
Secretary.

APPENDIX **A-3.**

BRITISH IMPERIAL COUNCIL OF COMMERCE.

THE BRITISH IMPERIAL COUNCIL OF COMMERCE,
OXFORD COURT, CANNON STREET,
LONDON, 23rd January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am instructed to draw your attention again to the previous invitation to nominate a representative of your Chamber upon the British Imperial Council of Commerce.

You will be familiar with the aims and objects as also with the constitution of the organisation, which are epitomised in the resolutions adopted at the Inaugural Meeting, and copy of which I enclose ; the membership already numbers nearly 150.

A Committee has been appointed to draw up the Rules of the Association, and it is very desirable that all Chambers and Boards of Trade interested in the movement should be affiliated at the outset in order that they may be in a position to express their views in regard to the Rules and procedure of the Council.

I do not appear to have had any word from you in this connection and should be much obliged, therefore, if you would bring the subject before your governing body at an early date.

For your guidance I am enclosing a list of a few of the Chambers and Boards of Trade already represented on the Council.—I am, etc.,

CHARLES E. MUSGRAVE,

Secretary.

BRITISH IMPERIAL COUNCIL OF COMMERCE.

INAUGURAL MEETING, July 5th, 1911.

Resolutions adopted.

1. That this meeting, representative of the Chambers of Commerce, Boards of Trade, and similar organisations in the British Empire, and of British Chambers of Commerce throughout the world, approves of the formation of an organisation to be known as the "British Imperial Council of Commerce" on the lines of the scheme contained in a Report adopted by the Associated Chambers of Commerce of the United Kingdom in March 1911.

2. That the existing Congress Organising Committee, together with its officers, be confirmed under the new title of the "British Imperial Council of Commerce," and that there be added thereto (A) certain members to be appointed by this meeting, and (B) such further members as the said Council may hereafter determine to co-opt, due regard being had to the adequate representation of the Chambers of Commerce associated with the movement.

3. That this meeting hereby invites each British Chamber within the Empire and throughout the world to appoint an additional member of the Council.

4. That this meeting requests the British Imperial Council of Commerce to take such steps to complete its organisation as may be necessary, and to appoint Committees or to make regulations for its future working, such regulations not being inconsistent with the report adopted by the Associated Chambers of Commerce of the United Kingdom in March 1911.

BRITISH IMPERIAL COUNCIL OF COMMERCE.

List of leading Chambers which have nominated representatives on the Council—

United Kingdom.

Birmingham
Bradford
Bristol
Cardiff
Derby
Dundee
Edinburgh
Halifax
Huddersfield
Hull
Leeds
Liverpool
London
Newcastle-upon-Tyne.
Newport
Nottingham
Sheffield
Sunderland
Swansea
Wolverhampton.

Colonies.

Auckland (N. Z)
Bahamas
Barbados
Bengal
Brisbane
Burma
Canterbury (N. Z.)
Cape Town
Dunedin (N. Z.)
Johannesburg
Launceston (Tas.)
Melbourne
Montreal
Penang
Punjaub
Trinidad.

British Chambers in Foreign Countries.

Brussels.
Constantinople
Genoa
Paris
Smyrna.

No. 215 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 10th March 1913.

The SECRETARY,
BRITISH IMPERIAL COUNCIL OF COMMERCE,
LONDON, E. C.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 23rd January 1913, and its enclosures, regarding the nomination of a representative of this Chamber to the British Imperial Council of Commerce; and to state in reply thereto that my Committee will be pleased to give the matter their best consideration if you will kindly explain the system of voting which at present obtains at the Council Meetings.

As has already been stated, my Committee are of opinion that the system of voting should be based on the value of India's external trade and not on Chambers and population as was done at the meetings of the Associated Chambers of Commerce.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

THE BRITISH IMPERIAL COUNCIL OF COMMERCE,
LONDON, 29th March 1913.

The SECRETARY, CHAMBER OF COMMERCE,
BOMBAY.

DEAR SIR,—Replying to your letter of 10th March, I beg to say that a Committee has been appointed by my Council to go into the whole question of organisation, including that of the basis of voting power, but the matter is still under consideration.

In the meantime it is, of course, impossible for me to suggest what may be the basis ultimately decided upon.

The report of the Committee will, of course, be submitted to the whole of the Council, and almost certainly, I may say, time will be given in order that the representatives may take the advice of the

constituent bodies. Should you nominate a representative, therefore, you will be in a position to put forward your views when these questions of organisation can be finally decided.—Yours faithfully,

CHARLES E. MUSGRAVE,
Secretary.

No. 342 of 1913.

CHAMBER OF COMMERCE.
BOMBAY, 1st May 1913.

C. C. McLEOD, ESQ.,
EAST INDIA SECTION.,
LONDON CHAMBER OF COMMERCE,
OXFORD COURT,
Cannon Street, London, E.C.

DEAR SIR,—During your interview in Bombay with the Hon'ble Sir Charles Armstrong, Kt., it was arranged to send you a copy of a letter which was addressed by this Chamber to the London Chamber of Commerce in connection with the basis of voting at the meeting of the British Imperial Council of Commerce. I am, therefore, attaching hereto a copy of this Chamber's letter, dated 3rd August 1911, which explains the views of my Committee in this connection.

An invitation has been extended to this Chamber to be represented on the said Council, but my Committee feel that so long as an unfair basis of voting (from an Indian point of view) is maintained, they cannot favourably consider the matter.

It is hoped that the views of this Chamber are clearly set forth in the attached letter, and that when the basis of voting is discussed you will have an opportunity of pressing for consideration on the lines indicated therein.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 343 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 1st May 1913.

The SECRETARY,
BRITISH IMPERIAL COUNCIL OF COMMERCE,
LONDON, E. C.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 29th ultimo, regarding the basis of voting at the meetings of your Council, and to inform you, in reply thereto, that the views of my Committee, in this connection, have been explained to Mr. C. C. McLeod; and if they hear later that a satisfactory basis has been arranged, my Committee will be pleased to give your proposals, anent the nomination of a representative of this Chamber, further consideration.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

THE BRITISH IMPERIAL COUNCIL OF COMMERCE,
LONDON, 19th May 1913

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter of 1st instant and take note of what you write in regard to the basis of voting. As I have previously stated, this will be settled by the Council itself, a Committee having already been appointed to draw up the General Rules governing the organisation.—I am, etc.,

CHARLES E. MUSGRAVE,
Secretary.

APPENDIX A-4.

COLLEGE OF COMMERCE.

No. 1397.

EDUCATIONAL DEPARTMENT,

BOMBAY CASTLE, 12th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a copy of a Press Note No. 1393, dated the 12th May 1913, regarding the establishment of a College of Commerce in Bombay.—I have, etc.,

J. L. RIEU,
Secretary to Government.

PRESS NOTE.

In Press Note No. 1578, dated the 24th June 1912, it was announced that Government had received satisfactory promises of financial support towards the establishment of a College of Commerce in Bombay and that the details of a scheme would be worked out. Accordingly in July 1912, definite proposals were made to the Government of India for the foundation of the proposed College and they were asked to obtain the sanction of the Secretary of State to the creation of two professorships to be recruited in England.

2. The Secretary of State has approved the proposals submitted by the Bombay Government as being a practical scheme well calculated to meet the demand which may be expected to make itself felt in India for the services of trained actuaries and auditors, more especially in view of the recent legislation controlling Life Assurance Companies and Provident Societies. His Lordship has accordingly approved the proposals generally and has sanctioned the two professorships to be recruited in England.

3. The teaching staff which it is proposed to engage for the College at its commencement is as follows :—

Principal on £ 900 per annum or Rs. 1,125 per mensem.

Professor on £ 700 per annum or Rs. 875 per mensem.

Two lecturers on Rs. 300—25—500 per mensem each.

The two professors will be recruited in England for a specific term of service, and the two lectureships will be held by qualified Indians. The Secretary of State has now been requested to select a suitable candidate for the post of Principal who will join his appointment as soon as possible, so that his advice may be obtained in settling important details in connection with the opening of the College. Lord Sydenham has kindly offered to assist, in England, in the selection of a candidate.

4. The College will be entirely under Government control, but in order that the courses of study may be kept in full harmony with the practical requirements of commerce and industry, the Governor in Council proposes to appoint an advisory board in connection with the institution. This board will for the present consist of the undermentioned thirteen members representing respectively Government, the private donors, and the commercial bodies which have promised to contribute towards the cost of the College :—

(1) The Director of Public Instruction, Chairman of the Board.

(2) The Principal of the College.

(3) The second professor of the College.

(4) A representative nominated by Sir Jugmohandas Vurjeevandas.

(5) A representative nominated by the Trustees of the Wadia Charities.

(6) A representative nominated by Sir Chinubhai Madhavlal, Bart., C.I.E.

(7) and (8) Two representatives nominated by the Bombay Chamber of Commerce.

(9) A representative nominated by the Millowners' Association, Bombay.

(10) A representative nominated by the Indian Merchants' Chamber and Bureau.

(11) A representative nominated by the Bombay Native Piece-goods Merchants' Association.

(12) A representative nominated by the Millowners' Association, Ahmedabad.

(13) Sir James Begbie, Secretary and Treasurer of the Bank of Bombay.

5. The College will be affiliated to the University of Bombay which has instituted a new degree of Bachelor of Commerce and framed a scheme of studies in connection therewith.

6. In communicating his sanction to the scheme the Secretary of State has stated that he notes with pleasure the liberal support which has been promised towards the endowment of the College of Commerce on behalf both of private individuals and of commercial bodies.

No. 3326.

EDUCATIONAL DEPARTMENT,

BOMBAY CASTLE, 14th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to paragraph 4 of the Press Note No. 1393, dated the 12th May 1913, forwarded with Government letter No. 1397 of the same date, I am directed to request that you will be so good as to communicate to Government the names of the two persons whom your Chamber wishes to appoint as its representatives on the Advisory Board in connection with the College of Commerce, Bombay.—I have, etc.,

J. L. RIEU,
Secretary to Government

No. 3362.

EDUCATIONAL DEPARTMENT,

BOMBAY CASTLE, 15th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to my letter No. 1849, dated the 18th July 1912, I am directed to forward herewith a copy of Press Note No. 2912, dated the 10th ultimo, from which it will be seen that provisional arrangements have been made for opening the College of Commerce, Bombay.

2. I am to inquire when the annual contribution of Rs. 1,500 promised by your Chamber towards the foundation of the College may be expected.—I have, etc.,

J. L. RIEU,
Secretary to Government.

PRESS NOTE.

In Press Note No. 1393, dated the 12th May 1913, the sanction of the Secretary of State was announced to the scheme for the establishment of a College of Commerce in Bombay, and it was stated that the Secretary of State had been requested to select a suitable candidate for the post of Principal of the College. The Secretary of State has recently informed Government that a suitable candidate has not yet been found. Although great difficulties have presented themselves in the way of early opening of the College, partly owing to the above reason, partly in connection with the question of accommodation, and partly because of the recently introduced changes in the University calendar, the Governor in Council is glad to be able to announce that it has been possible to concert the following provisional arrangements which will admit of the original intention as to the opening of the institution being carried into effect.

2. The College will for the present be accommodated in the Elphinstone College building and instruction will be given between the hours of 8 and 10 in the morning and 5 and 7 in the evening.

It will prepare candidates for the Bachelor of Commerce degree of the Bombay University, to which it will be affiliated. A fee of Rs. 40 per term, or Rs. 120 for the academic year, will be charged to the students and will be payable in advance at the commencement of each term. The College will commence work on the 22nd instant.

3. His Excellency the Governor in Council is pleased to make the following provisional appointments in the College pending the arrival of the permanent Principal from England or until further orders:—

(1) Mr. K. Subramani Aiyar, B.A., L.T., F.S.A.A. (London), to act as Principal (honorary).

(2) Mr. Nilkanth Sadashiv Takakhav, M.A., to act as Lecturer in English on Rs. 300 per mensem.

(3) Mr. Ramchandra Mahadev Joshi, M.A., LL.B., to act as Lecturer in Political Economy on Rs. 300 per mensem.

(4) Mr. Bhaskarrao Vithaldas Mehta, M.A., LL.B., to act as Lecturer in Mercantile Law on Rs. 300 per mensem.

(5) Mr. Sorabji Shapurji Engineer, B.A., F.S.A.A., (London), to act as Lecturer in Accountancy on Rs. 300 per mensem.

4. Candidates for admission to the College must have passed the Previous Examination of the University of Bombay or the Intermediate Examination in Arts of any other Indian University, or else must produce a certificate from the Principal of an Arts College affiliated to the University of Bombay showing that they have satisfactorily carried out the work appointed for the first two terms in Arts.

The first term of the College will be from October 22nd to December 22nd 1913, the second from February 1st to April 30th 1914, and the third from June 15th to August 15th, 1914. Students belonging to the first batch will be sent up for the Intermediate Examination in Commerce to be held by the University of Bombay in the first week of September 1914.

Applications for admission should be addressed to the officiating honorary Principal of the College, Mr. Aiyar, at 89, Apollo Street, Fort, Bombay. Mr. Aiyar will be at the Elphinstone College between the hours of 8 and 10 A.M. on the 20th, 21st and 22nd October 1913, for the purpose of interviewing candidates for admission.

5. His Excellency in Council in announcing these temporary arrangements desires to acknowledge that their early introduction has been rendered possible only through the energy, zeal, and resourcefulness of Mr. K. S. Aiyar, who has consented, pending the arrival in India of the permanent Principal of the College, to give his services in an honorary capacity to the College. The Bombay Government are glad that this institution, which so largely owes its inception to Mr. Aiyar's labours in the cause of commercial education, should first commence operations under his Principalship.

No. 1065 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 21st November 1913.

The SECRETARY TO GOVERNMENT,

EDUCATIONAL DEPARTMENT,

Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 3326, dated 14th instant, and to inform you in reply thereto that my Committee have as requested appointed the following gentlemen to represent this Chamber on the Advisory Board in connection with the College of Commerce, Bombay :—

Mr. J. S. Wardlaw Milne, and

Mr. W. A. Haig Brown.

I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 1064 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 21st November 1913.

The SECRETARY TO GOVERNMENT,
EDUCATIONAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3362, dated 15th inst., forwarding a copy of Press Note No. 2912, dated 10th ultimo, notifying that provisional arrangements have been made for opening the Bombay College of Commerce.

2. With reference to the 2nd paragraph of your letter under reply, I am instructed to send you herewith a cheque for Rs. 1,500 being a contribution from this Chamber towards the teaching staff of the College.

3. My Committee observe from the Press Note referred to above, that the two Professors to be recruited in England have not yet been selected, and I am to express a hope that during the coming year, the intentions of Government as set forth in the 3rd paragraph of the Press Note No. 1393, dated 12th May 1913, will be fulfilled.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX **A-5**.

ADDRESS OF WELCOME TO LORD WILLINGDON.

A deputation of the Chamber of Commerce, consisting of the Hon'ble Sir Charles Armstrong (Chairman), The Hon'ble Mr. William

Graham (Deputy Chairman), Mr. A. H. Froom, Major H. A. L. Hepper, R. E., Mr. D. M. Inglis, Mr. Ralph Kidd, Mr. W. H. Ogston, Mr. H. Tessmann, Mr. G. E. Xydis, Members of the Committee, Mr. R. E. Gregor-Pearse, Secretary and Mr. Noël Wilkinson, Assistant Secretary, waited upon His Excellency the Governor of Bombay at Government House, Malabar Point at four o'clock on Saturday, 5th April 1913. Mr. R. E. Gibson, the Governor's Private Secretary, received the deputation and presented Sir Charles Armstrong to Lord Willingdon. The other members of the deputation were then presented to His Excellency by Sir Charles Armstrong who read the Chamber's address which was as follows :—

TO HIS EXCELLENCY THE RIGHT HONORABLE

FREEMAN FREEMAN-THOMAS, G.C.I.E.,

BARON WILLINGDON OF RATTON,

Governor of Bombay.

MAY IT PLEASE YOUR EXCELLENCY.—We, the Committee of the Bombay Chamber of Commerce, desire on behalf of the members and of the Commercial Community generally, to offer a most cordial welcome to Your Lordship on your arrival in India as Governor of the Bombay Presidency. We heard of your appointment with much pleasure and are glad to feel that you come amongst us with a free and open mind and with the best traditions of English life to guide and control the affairs of this Presidency. The work of a Governor in India is difficult and arduous; but with your knowledge and experience of public affairs we look forward with confidence to a successful career for Your Lordship, and we sincerely trust that your stay amongst us will be a period of progress and prosperity.

By reason of its shipping and commerce, Bombay is now a city of great importance, with a population of nearly one million and a total annual foreign trade in merchandise alone valued at 110 crores of rupees or nearly £74,000,000 sterling.

The Bombay Chamber of Commerce was founded in the year 1836 and its records show that it has, at all times, been closely identified with the progress of the port. The Prince's Dock was opened in the

year 1880 and when it was found that trade required increased accommodation, the Victoria Dock was commenced and was opened to traffic in the year 1888.

The Alexandra Dock which will almost double the present dock area, has been under construction for some years and will be opened, it is hoped, in January next. The additional accommodation is greatly needed for trade which has increased very rapidly of late ; but, besides this, improved facilities are also required to cheapen the cost of handling and so enable Bombay to meet the growing competition of other ports. To attain this end, a large reclamation has been undertaken at great cost to which, when ready, the export trade of the city will be transferred. This new depôt will have rail connections with the two Railways serving Bombay and also with the docks, thereby enabling cargo to be brought alongside steamers in wagons instead of by bullock carts as at present.

As the cost of these improvements and extensions is very great, additional trade will be needed, and this being so it is very necessary that the Railways serving Bombay should be thoroughly equipped and that our rail connections inland, especially in Northern India, should be so arranged that Bombay trade will be neither handicapped nor diverted elsewhere. Bombay claims, in fact, direct rail communication with all areas which fall within its natural sphere of influence. If Your Excellency can help us to improve our existing systems and to extend our connections, trade will certainly increase and with it the prosperity of this city and of the Presidency of Bombay.

So far as the city itself is concerned, great improvements have been taking place in recent years owing to the operations of the City Improvement Trust, whose beneficent schemes have always been followed with much interest by this Chamber.

We desire also to extend a very cordial welcome to Lady Willingdon. We trust Her Excellency will enjoy good health and we feel sure she will be much interested in the many Societies and Institutions which have been formed and are being carried on for the benefit of the Presidency generally. Wishing Your Excellency a very successful term of office.

In the name and on behalf of the members of the Bombay Chamber of Commerce.

C. H. ARMSTRONG,
Chairman.
WILLIAM GRAHAM,
Deputy Chairman.
J. J. DAMALA,
A. H. FROOM,
H. A. L. HEPPER,
D. M. INGLIS,
RALPH KIDD,
W. H. OGSTON,
H. TESSMANN,
Members of the Committee.
R. E. GREGOR-PEARSE,
Secretary.

BOMBAY, 5th April 1913.

THE GOVERNOR'S REPLY.

The address was encased in a silver casket and presented to His Excellency, who, in reply, said:—Sir Charles Armstrong and gentlemen,—I can assure you that it is a very great satisfaction to Lady Willingdon and myself to receive such a cordial greeting from you to-day representing as you do that most important body the Bombay Chamber of Commerce and the commercial community generally in this city. We thank you sincerely for your welcome and trust that by our interest and by our labours amongst you we may prov[illegible] ourselves worthy successors of my distinguished predecessor and La[illegible] Sydenham whose work has, I am sure, been fully appreciated by [illegible] classes. I come amongst you, with, as you say, an entirely free and open mind, fully sensible of the arduous duties and responsibilities of my important post, but I trust that such experience as I have of public affairs may stand me in good stead in coming to a sound judgment on the many questions that will arise during my term of office, and that my actions may always conduce to the improvement of the commercial, industrial and material condition, and the general progress of the trade in this city and the Bombay Presidency. What you tell me in your address to-day of the magnitude of your foreign trade, of the colossal work undertaken by the Port Trust in the building of the Alexandra Dock and Reclamation scheme, and

further of the continued improvements which are taking place in this city owing to the joint action of the Municipality and the City Improvement Trust makes it clear to me that I shall have in the future to assist and co-operate with my Government in their labours gentlemen of energy and enterprise who will help us in promoting all schemes which tend to the real advantage and progress of the port and its trade and the general benefit of the community.

I cordially agree that the efficiency of the railway service is of vital importance to the future progress of your port, and this, I feel sure will be fully recognized by those responsible for the management of the railways. You may rest assured that all legitimate claims for increased railway facilities to serve this port and develop its volume of trade will always receive the strong support of the Government.

Gentlemen, in conclusion, I congratulate you on what has been achieved in the past, I look forward with confidence to the future and I trust that we may always be found working together for one common end, the progress and prosperity of the trade and commerce of the Bombay Presidency as a whole and this city in particular.

His Excellency shook hands with the members of the deputation who then retired.

APPENDIX A-6.

THE HON'BLE SIR WILLIAM MEYER'S VISIT TO THE CHAMBER.

Proceedings of a Meeting of the Committee of the Chamber held on Wednesday, 27th August 1913, for the purpose of discussing with the Hon'ble Sir William Meyer, the question of the utilization for trade purposes of the surplus cash balances held in the treasuries of the Government of India.

Sir Charles Armstrong, in opening the meeting, said one of the reasons for asking the Finance Member to meet the Committee was to give them an opportunity of putting before him their views with reference to the utilization, for trade purposes, during the coming season, of the surplus cash balances now held in the treasuries of the Government of India. I am well aware, Sir Charles continued, that this question is now before the Royal Commission on Indian Finance and Currency but, as the circumstances of the present time are somewhat exceptional, we venture to anticipate one of the recommendations of the Commission in asking you to place Government funds more freely at the disposal of the money market. The exceptional circumstances to which I refer are the curtailment of the usual supplies of money due we believe in a great measure to the action of Government in withdrawing funds from the market and locking them up in their treasuries and the continued tightness of money in London, which prevents the remittance of gold to India. We are on the eve of what is likely to be a season of bumper harvest in India, the Bank rate has already begun to move upwards, and there is every indication that unless Government releases its surplus balances for the benefit of trade we shall experience the same stringency as we did last season only in a more acute form.

Owing to the war in Europe the demand last season for Indian cotton for export was checked and the result was that an immense supply was held in Bombay for many months, the value at one time having been estimated at over nine millions sterling. To finance this very large stock was a difficult matter and very high rates had to be paid for accommodation so much so that towards the end of the season many forced sales had to be made to meet liabilities. During these months Government piled up money in their treasuries to such an extent that at the end of March, the amount held in cash in the Civil treasuries (including the sums placed with the Presidency Banks) was 29 crores of rupees. This position emphasises what was said only a few months ago in this Chamber that by locking up money in the treasuries, Government create the stringency which they profess to be anxious to relieve by Council remittances. Under normal conditions these drafts are purchased freely to finance the export trade but it should not be forgotten that the internal trade of the country is many times greater than the foreign trade. The proceeds of Council Bills are mainly instrumental in financing the

produce of the country after it reaches the seaports and what is required is money in the hands of the Banks to accommodate traders who handle the crops in the districts. By this means alone can the discount rates be kept down and disturbances in the money market prevented.

The influence of a tight market is felt in all directions and at the present time whilst Government hold over 32 crores in their Civil treasuries an amount in excess of the normal by nearly £10 millions sterling, Bank balances are gradually coming down, the discount rate has risen to 5 per cent. and Bankers generally are somewhat anxious borrowers to provide funds for the coming season. The effect on the money market of the Government policy was very clearly shown recently when the Government loan of Rs. 3 crores was issued in July last. Prior to the issue of that loan fairly easy conditions prevailed in the money market but as soon as the proceeds of the Loan had been withdrawn by Government rates stiffened in a remarkable manner particularly in Calcutta, where the bulk of the Loan had to be paid for and where discounts are now understood to be as high as 6 per cent.

This is in marked contrast to the effect produced on the market by an ordinary borrower such as a Port Trust or Municipality, for in such cases the raising of a loan practically amounts to nothing but a transfer of funds and has very little perceptible effect on the money market.

Having withdrawn so large a sum from the market one would suppose that Government would feel somewhat apprehensive as to the result, but it is evident that they consider that traders have no grievance so long as the balances are placed at the disposal of the Secretary of State for his Council Bill drawings. It may be contended that to ease the money market here would interfere with the sale of the large amount of Council remittances that have been budgetted for, but this I submit is not likely in a year when the balance of trade is certain to be a large one in favour of India. The point really is that Government funds should be made available to prevent stringency and this I submit can be done by releasing the surplus balances for the benefit of trade. In this way discount rates will be lowered, trade will be stimulated, imported goods will pass freely into consumption and full market prices will be obtained for Indian produce.

The subject I have dealt with is very important one. It has been discussed on many occasions during past years, when circumstances were different to what they are at present. Speaking for Bombay alone I can claim that we are the largest bullion, discount and Government Paper market in India and that we are a great centre of commercial activity. To carry on and develop our trade money must be freely available and it is impossible for us therefore to regard with equanimity a policy which draws money steadily off the market at a time when it is specially needed and by creating stringency hampers trade in all its branches, and arrests development. We are anxiously watching at the present time the position of the Presidency Banks and if their rates rise again during the coming season to 7 and 8 per cent. owing to circumstances beyond their control, traders in this country cannot be blamed if they severely criticise a policy which enables Government to draw off and lock up surplus supplies just at the very time when they are most needed.

SIR WILLIAM MEYER'S REPLY.

Before I come to deal with the particular subject that has brought us together to-day, may I say how very pleased I am to have the opportunity of meeting you all personally in order to discuss things. I am a great believer in personal discussion as a lubricant to, and in many cases a substitute for, official correspondence, and I hope that this is only the first of a good many friendly interviews we shall have during my term of office. I attach the greatest importance to keeping in touch with the commercial community and especially with that in your prosperous and go-ahead city of Bombay, and though we may not always see eye to eye upon matters we discuss, for the official and mercantile financier must necessarily look at matters from a somewhat different standpoint, I anticipate the greatest benefit of being in possession of your views. I shall always give your representations my most thoughtful consideration and if, on any occasion, you are disappointed with the decision arrived at, I want you to realise that it will, as far as possible, not be for want of a clear understanding of what you hope and wish for. It is for this reason among others that I welcome personal conferences. One is able to put points and understand positions taken up so much better in free talk across a table than one can by going through typewritten or printed documents.

Now as to the matter that has brought us together I should like to point out in the first instance that you seem to me a little unkind to the Government when you attribute the scarcity of money you apprehend to their action. I am quite aware that it is contended by many whose opinions are entitled to great respect that the present method of keeping the Government balances is antiquated, and should be replaced by one more in accord with that with which we are familiar in England, under which the bulk of the Government moneys should be held, until wanted by the State, by a State Bank to be created for India as a whole, or it may be, by the existing Presidency Banks. That, however, would be a radical change of policy which I am sure you do not expect me to discuss with you at present, since the matter comes within the purview of the Royal Commission on Indian Finance now sitting, on which Bombay is most worthily represented. I must, therefore, simply discuss matters as they stand at present.

It does no doubt seem startling at first sight that Government balances in India are so heavy at present. As you, Sir Charles, say they amounted at the end of March last to 28·9 crores of rupees against 18·4 and 20·3 crores respectively on the same date in 1912 and 1911. At the end of last month again, they amounted to 32·2 crores against 24·6 crores on the 31st July of last year and 22·7 on the same date in 1911. We must, however, also take into account the Secretary of State's balance at home, and if you do this, you will see that the position materially changes. Take for example the figures as they stood at the end of June (I have not available the Secretary of State's figures for July). On that date the home balances amounted roughly to £10½ million and the Indian balances to 27·8 crores, making a total, expressed in crores of 43·6. At the end of June 1912, the home balances stood at £16·2 million and the Indian at 22 crores, total 46·3 crores. At the end of June 1911, the home balances were £19 million and the Indian 21·2 crores, making a total of 49·7 crores. Taking the aggregate balances in England and India, the conditions will thus appear to be not so unsatisfactory from your point of view as in the previous two years. It has been emphatically stated by some critics that the Secretary of State transfers to himself a far too large portion of the Government balances. Such critics ought to welcome the figures that I have now set forth as indicating a better state of things.

There is another very relevant point, and that is that the enlarged balances in India are mainly due to the Secretary of State's transactions last year in regard to silver purchases. He has of late been anxious to reduce his high balances, and he elected to sell £7 million for the purchase of silver from his Treasury funds instead of meeting the cost wholly or in part from the gold in the Paper Currency reserve. Now, if he had adopted the latter alternative, our stock of rupees in the currency reserve in India would have been increased by 10½ crores of rupees. This would have taken the place of gold there; and our note circulation and our Treasury balances in India would have been unaffected.

By the course actually adopted, our Treasury balances in India were raised by 10½ crores as against the Secretary of State's Treasury disbursements at home. We may conceive for the purpose of this discussion that the newly coined rupees were in the first instance actually in the reserve treasury balances. As, however, it is inconvenient to keep coin there, this money was transferred to the currency reserve, notes of the same value being created and passed into the reseve treasuries. The result is that the gross note circulation is increased by 10½ crores, and our nominal treasury balances by the same amount but this money was not, in any way, withdrawn from circulation in India. It is merely in fact a remittance transaction between the Secretary of State and ourselves in the opposite direction to that which usually occurs, and diminishes the often complained of drain of money from India to England by means of council bills.

The matter is somewhat technical, but I hope I have succeeded in making it clear that, for all practical purposes, some ten crores of the Treasury balances we now hold have been remitted back to us from London and not specially scooped off the Indian market.

We must further remember that large as the Indian Treasury balances seem, they have to serve the needs of Government throughout a Continent, and that we cannot be in a satisfactory position in months in which outgoings exceed incomings unless we can open the official year with balances amounting to about 18¾ crores. The balances in July and August are, for instance, always several crores higher than they will be subsequently in December and January; as it is, though one cannot, of course, speak with any confidence on the subject at present, I am inclined to think that if the Secretary of

State draws Council Bills to the same extent as he did last year, we shall not be above the minimum holding on the 31st of March next to any excessive extent.

Another point I should like to impress upon you is the extent to which we have of late years assisted trade by leaving with the Presidency Banks more money than we need do. Under the agreements we have with these Banks we are bound only to maintain a total aggregate amount of 73 lakhs at their head offices of which 20 is the figure assigned to the Bank of Bombay. Our only further obligations extend to the minimum balances to be maintained at certain mofusil branches recently opened by the Presidency Banks. As an inducement to the establishment of these, we guaranteed to keep there a minimum of 3 lakhs in the case of most of such branches, and 5 lakhs in the case of some of them, for a period of three years. The period for which these guarantees were made has, however, already expired or will shortly do so.

In practice, nevertheless, we keep at the Presidency Banks much larger balances than these. I find that up to December last, the average amount we kept at their head offices was 80 lakhs with the Bank of Bengal, 45 lakhs with your Presidency Bank, and 25 with that of Madras, or 150 lakhs in all against the required minimum of 73 lakhs. As regards branches too, the aggregate Government balances also amounted to substantial figures. In the case of the Bank of Bengal they were about a crore, in that of Bombay from 60 to 70 lakhs, and in regard to the Bank of Madras from 30 to 40 lakhs. The balances, both at head offices and branches, have again been substantially higher during the last few months than previously. I find that in the first week of April, we had 4·8 crores outstanding with the Presidency Banks in the aggregate, against 4·4 crores at the same time in two previous years. The July figures would show a larger increase, but I don't lay so much stress on these. You will see then that the Government has not at all been so rigid and unsympathetic as some people assert.

Again our cash balances have been somewhat increased at present by the fact that the Secretary of State has not as yet drawn Council Bills during the present year as fully as was anticipated. To certain critics of India Office finance that ought to be a welcome proposition though I gather that you as business men complain of it as releasing less rupees from our coffers than you want. I can only say on this

point that the Secretary of State has sold bills as freely, subject of course to the necessity of averting a slump in exchange, as the Exchange Banks or other purchasers will take them.

I now come to what you would like to see done. As I said at the outset, I am sure you will realise that while the Royal Commission on Indian Finance is sitting, it will be impossible for the Government of India to take any material new departure in the matter of their currency and resource arrangements. I gather, however, that what you really ask is something more modest than this, that you wish that as a special case we should make a temporary release of some of our balances for the purposes of trade. Well, as to this you will also realise that I cannot commit myself to anything definite at present; the Government of India is that of the Governor General in Council and though I am specially responsible for the financial administration it would be wrong to make any important decision without reference to His Excellency the Viceroy and the Council as a whole. The Secretary of State must also be referred to. I can promise you, however, that I will give the most careful consideration to your request and I hope that in course of the informal discussion which will follow, I shall get somewhat clearer outlines of the actual procedure you desire.

The following are the material points for consideration :

(1) Our capacity to give loans next cold weather is not as large as is, no doubt thought. The Budget brings our balances down to their conventional minimum. A balance for loans depends primarily on the improvement of actuals as compared with the Budget.

(2) The Secretary of State expects to share in that improvement; he, too, does not like working on a minimum.

(3) Nothing really effective can be done without a change of procedure approved by the Secretary of State. Matters are in the Royal Commission's hands at present, and the Secretary of State may be unwilling to force their hands.

Again as to the ways in which you desire the Government to assist, the following are points on which I should like to hear you further :—

(1) For what period you desire assistance, and up to what estimated amount you would like the Government to provide money ?

(2) Do you desire this money to be in the shape of loans given to the Presidency Banks or merely by means of expansion of the deposits with these Banks?

(3) If in the shape of loans, what terms of interest do you suggest, and what do you consider should be the currency of the loans?

(4) How should the repayments of loans be secured, by deposit of Government securities or otherwise?

(5) Would not the grant of Government money on a considerable scale affect Council drawings?

(6) To what extent do you consider that the funds obtained by the Exchange Banks through purchases of Council Bills, should be regarded as financing the Indian markets as a whole; or do you regard them as meeting the needs of a special class only?

(7) Lastly, is the tightness of the market which has roused your apprehensions entirely due to what may be called natural or legitimate causes? Has over-trading and consequent lock up of money nothing to say to it?

A general discussion then followed.

The meeting terminated with a cordial vote of thanks to the Hon'ble Sir William Meyer.

APPENDIX B.

WHITE PHOSPHORUS MATCHES BILL.

No. C.-53.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
DELHI, the 30th January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to address you in connection with the White Phosphorus Matches Prohibition Bill which has been referred to a Select Committee of the Legislative Council of the Governor General on the 27th instant.

2. It will be within the recollection of the Chamber that the Bill was withdrawn last March on the distinct understanding that the dates on which the Bill was to come into operation, namely, the 1st July 1913 in regard to importation and manufacture and the 1st July 1914 in regard to sale, should not be changed by reason of such postponement, and that the request should not be made this year that the operation of the Bill should be postponed. This was stated in the most definite terms by the Hon'ble Mr. Clark in withdrawing the Bill.

3. The Hon'ble Sir Charles Armstrong has, however, stated in his speech in Council on the 27th instant that this understanding has not been fully realized by those who are engaged in the trade and that the usual contracts for a year or more have already been made. He therefore pressed for an extension of the periods mentioned in the Bill by twelve months and in reply the Hon'ble Mr. Clark promised to take this request into consideration.

4. I am to point out that the Hon'ble Sir Clarles Armstrong only stated the grounds for extending the periods mentioned in the Bill in general terms, and I am to request that the case may be more fully stated by your Chamber so that the Government of India may have precise information before them regarding the grounds on which they are now asked to modify the terms on which the Bill was temporarily withdrawn. While they have no desire to impose any unnecessary burden upon the industry, the Government of India feel that, as these terms were very clearly explained by the Hon'ble Mr. Clark in the Legislative Council at the time of withdrawing the Bill, a plea for their modification based on the ground of insufficient notice requires much fuller justification than has yet been adduced.

5. I am to request that the reply to this letter may be despatched so as to reach the Government of India by 15th February 1913.—I have, etc.,

A. C. McWATTERS,
Under Secretary to the Government of India.

No. 131 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 8th February 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Delhi.

SIR,—I have the honour to acknowledge receipt of your letter No. C.-53, dated 30th ultimo, in connection with the White Phosphorous Matches Prohibition Bill.

2. With a view to securing the precise information called for in the 4th para. of your letter under reply, my Committee consulted the match importing firms at this end and from the replies received and from what has been said, it is evident that importers did not realize that the original dates would be retained if the Bill was reintroduced in January of this year. It was generally stated in the replies from importers that as they had received no notice from this Chamber or elsewhere that the original dates would be retained, they continued business as usual and have entered into contracts up to the end of 1913.

3. My Committee therefore agree with the request made in Council and respectfully submit that the dates mentioned in the 2nd para. of your letter may be extended by at least nine months in each case; but so far as the date of prohibition of sale by retail dealers is concerned it is felt that a period of only 12 months after importations have ceased may not be sufficient and that a longer time—probably 2 years—is desirable. In the 12 months following importation the wholesale dealers at the Ports will no doubt be able to dispose of their stocks, but it is very doubtful if retailers in the villages will be able to do likewise; and it is to avoid any unfairness to them that my Committee now suggest that the limit of time for sale in the country should be further extended and it is felt this can be done without in any way impairing the objects of the measure.—I have, etc.,

C. H. ARMSTRONG,
Chairman,
R. E. GREGOR-PEARSE,
Secretary.

APPENDIX C.

INDIA AND NAVAL DEFENCE.

CHAMBER OF COMMERCE,
MADRAS, 4th March 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—This Chamber, considering the value of India's Seaborne Trade, is of opinion that the time has now arrived for India to follow the example of the Federated Malay States and some of the Dominions in offering to the Imperial Government a substantial annual contribution to the cost of the British Navy.

I attach a copy of the draft resolution which was very fully discussed at the meeting of the Chamber held on the 25th February, and the terms of which were, with two dissentients, unanimously approved. My Chamber feels, however, that if any resolution on the subject is to carry weight it should have behind it the approval of at least the bulk of the mercantile community in India. I am to ask you, therefore, to be good enough to let me know whether the terms of the resolution commend themselves to the Members of your Chamber, and generally to favour this Chamber with their views.

It is submitted that though India already contributes heavily (perhaps too heavily) to Military expenditure, that in itself is not sufficient ground for declining to assist in naval defence, though such a contribution to naval expenditure as is proposed would be good ground upon which to base a claim for a re-adjustment of Home Military charges.

It is open to question whether an Indian contribution should take the form of an ear-marked payment for the maintenance of an increased and improved East Indies Squadron or the form of a payment the amount of which the Admiralty would be at complete liberty to spend on the defence of the North Sea or of the Mediterranean or other waters. There are, however, certain considerations

which tell against a proposal to make a payment without any stipulation for increase or improvement of the East Indies Squadron. (i) Such a payment would be much less agreeable to Indian opinion, and it would be difficult to convince Indians, whose consent is necessary if the payment is not to bear the aspect of a "benevolence," of the indirect benefit to India. (ii) The payment might tempt the British Government to economy in their own naval expenditure thus violating the sound principle which should be insisted upon, that all contributions from India should be supplementary to, and not in relief of, British Naval Expenditure. (iii) India's participation in naval defence has for its object the keeping open of sea-ways for transport of troops between India, Egypt, South Africa, Australia and New Zealand, as well as the protection of commerce. It is evident that if India's contributions were devoted to North Sea or even Mediterranean needs, India would be no better off than she is at present in regard to facilities for transport of troops to and from this country. For these reasons it would seem wiser to propose to ear-mark a contribution for India's needs, though without detailing the exact manner of expenditure or interfering with Admiralty control.—I am, etc.,

A. D. JACKSON,
Chairman,

W. D. ST. LEGER,
Ag. Secretary.

RESOLUTION.

In view of the great importance of India's Sea-borne Trade, of the large area in which it must need protection from the East Indies Squadron in the unfortunate event of war, of the numerical inadequacy and other defects of that Squadron, and of the grave risks to sea-borne trade in time of war, more especially from the transformed merchantmen of an enemy, this Chamber is of opinion that out of the general revenues of India there should be made such contribution for naval purposes as is requisite to provide for the maintenance of a Squadron of sufficient strength to safeguard shipping flying the British flag in Mid-Asian waters.

The Chamber is further of opinion that the assistance furnished by India should be treated by the Admiralty as supplementary to and

not in relief of, British Naval expenditure, and that the control of the increased Squadron should be vested in the Admiralty. Pending the strengthening of the Squadron, the Chamber recommends that ample provision be made for the speedy and effectual transformation, when necessary, of selected merchantmen into commerce-protecting vessels.

CHAMBER OF COMMERCE,
MADRAS, 7th March 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to forward herewith a memorandum prepared by the "Madras Mail" and recapitulating the substance of its article of November last, on which the Chamber was invited to express its opinion and of the opinions of various naval authorities contributed subsequently to the "Madras Mail", which I regret was inadvertently not enclosed with the Chamber's letter of the 4th instant to you, on the subject of India and Naval Defence.—I am, etc.,

W. D. ST. LEGER,
Ag. Secretary.

INDIA AND NAVAL DEFENCE.

The movement promoted by the *Madras Mail* has for its objects (i) the better protection, in time of war, of trade under the British flag in Indian waters, and (ii) the keeping open of those sea-routes along which troops would have to be transported in time of war between India on the one hand and Egypt, South Africa, Australia and New Zealand, on the other, to meet military requirements.

The close connection between these two objects has been well put by Admiral Sir Cyprian Bridge, G.C.B., who has much authority on the defence of Eastern waters, in a communication to the *Madras Mail*, written after perusal of its article of November last on the subject. He says :—"If you keep open the sea communications of India for the conveyance of supplies and re-inforcements, you—by that very act—keep open also India's trade-routes. Conversely, if you

keep open India's trade-routes, you also—by that very act—keep open the lines of communication along which, if supplies and re-inforcements are to reach her, they must come."

In order to secure these two objects, the *Madras Mail*, more than two years ago, and again in November last, urged the improvement of the protection at present given by the small East Indies Squadron. The questions arise (i) whether improvement is really necessary, that is, whether the danger is great and the present provision inadequate, and (ii) whether it is incumbent on India or only on the British Admiralty to effect any improvement that may be required.

In order to answer the first question, it is desirable to take a view of the general naval position, for several reasons. In the first place, if British naval supremacy is being fully maintained, there is much less risk of an attack on the British Empire than if it is not, and in the second place, if the British Admiralty has ships to spare it can increase protection in Indian waters when and as needed, whereas if ships cannot be spared from elsewhere, the East Indies Squadron must be practically the sole protector of trade in Indian waters.

It is notorious that British naval superiority to Germany has declined enormously in the last few years. For example, taking only battleships less than 10 years old at those dates, the figures for 1906 and 1912 are as follows:—Great Britain, 31 and 27; Germany, 14 and 18. That is to say a superiority of 121 per cent. has fallen to one of 50 per cent. Again, in protected cruisers less than 10 years old at those dates, a superiority in 1906 of 75 per cent. has been transformed into an inferiority of 25 per cent. But it is not only Germany that has to be considered. The Italian Navy is increasing, and Austria-Hungary within the last few years has become in a serious sense a naval Power. To quote the British Admiralty Memorandum of the 12th October 1912:—"During the years 1913 and 1914, the navies of Austria and Italy will increase in strength, until in 1915 they will each possess a formidable fleet of 4 and 6 *Dreadnought* battleships respectively, together with strong battleships of the pre-*Dreadnought* types and other units." This development is the more serious because Great Britain has had virtually to withdraw from the Mediterranean in order to be sufficiently strong in the North Sea. But even the object with which the changes in the

Mediterranean were made cannot be said to have been attained, for if it be remembered that the aggressor always has the choice of moment, and if Mr. Churchill's own allowance of 25 per cent. for vessels under repairs or accidentally absent, "at our average moment" be applied, it will be seen that the first two or three days after a sudden declaration of war late in 1914 would or might find Great Britain with only 19 or 20 battleships to face Germany's 29, in the North Sea. (From 41 deduct 8 at Gibraltar and 8 with nucleus crews only; from the remaining 25 deduct 25 per cent. on Mr. Churchill's allowance for vessels under repairs, etc.)

Weakness is particularly evident in regard to provision for the protection of commerce. Interviewed on this subject by the London correspondent of the *Madras Mail*, with reference to its article, Lord Charles Beresford fully agreed that many more cruisers for commerce-protection were needed. The point to note is that the East Indies Squadron cannot be re-inforced, because the vessels are simply not available. The Mediterranean Fleet is, and will continue to be, unable to spare a single vessel. At the Cape there are only 3 cruisers at present, and even the South African scheme cannot alter the position appreciably for several years. Nothing can possibly be spared from the China Station. The East Indies Squadron must be regarded as the sole protector of trade under the British flag in Asiatic waters from Suez to Singapore.

What has that Squadron to guard against? In the first place it should be realised that in the event of war, Germany would have the very strongest reasons for making the arrest and destruction of the British Empire's sea-borne trade an important part of her scheme. These reasons are (*a*) the dependence of the United Kingdom on imported food supplies, nearly one-sixth of which, or about £10¼ millions worth out of about £66 millions worth, come in vessels traversing Indian waters, (*b*) the impossibility of extensive evasion of war risks by transference to neutral shipping since the tonnage under the British flag exceeds that of all other European countries together and therefore cannot be replaced by neutral tonnage, and (*c*) Germany's own immunity from reprisals in view of the smallness of her tonnage that would be endangered and her ability to draw supplies overland. The means by which commerce-destruction would be carried out would be

chiefly transformed merchantmen. Germany has taken the right under the Hague Convention of effecting transformation *at sea* without the delay hitherto involved in return to port and notification. The *Madras Mail* stated in its November article that Germany had 128 merchantmen suitable for such use and intended for it. Sir John Rees in Parliament lately quoted this figure and asked whether it and other statistics derived from the same article were correct; the Admiralty reply was an admission of correctness. As for the danger from such transformed German merchantmen, Admiral Sir Edmund Freemantle, formerly Commander-in-Chief of the East Indies Squadron, interviewed on behalf of the *Madras Mail*, said:—"The peril to Indian trade would be what is known as the 'in and out' methods of transforming vessels, of converting them into warships on the high seas and regarding them as merchantmen when they go into port for coal and water."

Great Britain has made no provision for replying to Germany by transforming British merchantmen. "In and out" transformation can be treated as piracy, but pirates cannot be punished unless they are caught. Provision for transforming vessels in British trade interests is undoubtedly an urgent need, and the Imperial Maritime League is vigorously agitating for it.

Such are the dangers to Indian trade. That the East Indies Squadron is capable of meeting it, that 5 cruisers of small size and low speed can keep open the sea-communications of India and protect shipping from Suez to Singapore, no one can seriously believe. Both Lord Charles Beresford and Admiral Sir Edmund Fremantle have urged in the interviews mentioned the need of improvement. "Our naval strength there (Mid-Asian waters) is not adequate," says the latter, and the former says "there is no doubt that the *Madras Mail* is doing a good service in calling attention to the extremely reduced condition of the East Indies Squadron in point of cruisers."

The effect of neglect to provide adequate defence must be, in Lord Charles Beresford's words, the virtual cessation of India's sea-borne trade. "I tremble to think," says Lord Charles Beresford, "what the rates of insurance on India's sea-borne trade in time of war would be."

It is clear then that (i) the danger is real and (ii) the protection is inadequate.

Should India bear a part in the cost of improving the protection? When it is realised that she pays only £ 100,000 a year as naval insurance on over £ 250,000,000 of sea-borne trade and that her contribution suffices to meet only one-third of the cost of maintaining even the present inadequate Squadron, there cannot be much doubt about the answer. There are other reasons. All increases in British naval expenditure are likely to be for the maintenance of supremacy in European waters, not for protection of commerce in Asiatic waters. If India wants better protection, she must establish a claim by increased contribution. India had her own Navy for over two centuries, and it did admirable work. Moreover, she not only built vessels to the order of the Royal Navy but presented vessels to it. (Collingwood's flagship at Navarino, the *Asia*, was a vessel built at Bombay. In 1779 the East India Company made a gift of three large battleships to the Royal Navy, and one of these, the *Ganges*, was with Nelson at Copenhagen in 1801.) If India spent £ 350,000 a year on naval protection when her revenue was only £ 20 millions, she can surely spend more than £ 100,000 a year when both her revenue and her trade have enormously increased and British naval supremacy is far more seriously threatened than it ever was before.

It is asked whether India's contribution should be ear-marked or not. Though it is true that the decisive contest must be in European waters, there are very strong reasons for ear-marking any Indian contribution for Indian purposes. The principle urged by the *Madras Mail* was that all contributions should be supplementary to British naval expenditure and not in relief of it. If the sum India contributes is not ear-marked there will always be a standing temptation to violate that principle. Moreover, it will be exceedingly difficult to enlist Indian support for any proposal which does not conduce directly to the benefit of India. Finally, the safety of India and of Indian trade depend on the keeping open of sea-routes, and while the sum she could contribute would suffice for that, it could not be of much value if extended for naval purposes in European waters, for it is not suggested that India can afford to contribute very largely. Mr. Churchill himself has laid down the

principle that the British Admiralty should guard the centre of the Empire and the rest of the Empire should protect trade-routes.

To sum up, the East Indies Squadron ought to be increased and improved, so that it may contain a sufficiency of fast cruisers, and to provide the means for such increase and improvements India ought to contribute a sum calculated as insurance on the value of her sea-borne trade. Meanwhile, arrangements should be made for the selection of merchantmen for transformation in time of war.

No. 298 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 8th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Madras.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, dated 4th ultimo, and its enclosures, in connection with India and Naval Defence.

My Committee have given the matter careful consideration and have instructed me to state in reply that however much they may sympathise with the idea you have put forward they are unable at the present time, viewing it as a financial proposition only, to accord it their support. For some time past my Committee have been pressing upon the Government of India the absolute necessity of a much larger expenditure on the Railway systems of this country. For the current year the amount has been increased to 12 Millions sterling, but this is to be devoted almost entirely to rolling stock and equipment generally, very little being devoted to new lines and extensions which, however, are urgently needed in several directions. The trade of Bombay has been greatly hampered for some time past by the inability of the Great Indian Peninsula and the Bombay, Baroda and Central India Railways to deal with the traffic expeditiously and until these two systems and connecting lines in Northern and Central India and elsewhere are thoroughly equipped my Committee feel that it would be premature and inadvisable for this Chamber of Commerce to urge upon Government a large grant towards the Imperial Navy which so far as can be seen at the present time could only be met by increased taxation.

My Committee fully appreciate the importance of the proposal you put forward, but as the opium revenue is rapidly disappearing and as the nett receipts from railways would drop off very materially if seasons were unfavourable, my Committee cannot see their way to support a proposal which, while throwing a large additional burden of a permanent character on the Budget, would probably, also at the moment be very difficult to finance. So far as India's trade is concerned the most important question at the present time, apart altogether from Imperial issues, is the improvement and extension of our Railway systems; and as the Government of India are apparently unable to put forward a scheme to provide ample funds for this purpose over a series of years,—all that is possible at present being to deal with the question from year to year as the financial position of the country admits,—my Committee regret that for this reason they cannot see their way to support your proposal but think that at some later date it might be put forward with advantage.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX **D-1.**

INDIAN FINANCE AND CURRENCY COMMISSION.

No. 444-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
SIMLA, the 18th April 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to state that the Chairman of the Royal Commission appointed to enquire into certain matters connected with Indian Finance and Currency has intimated a desire to receive the names of non-official gentlemen in India who may wish to give evidence before the Commission.

2. The Government of India will be glad if this fact can be made known generally, and if the names of persons desiring to give evidence be forwarded to them before the end of this month.

3. No promise can be given however than any intending witness will be heard by the Commission, nor can any statement be made at present as to the date when those whose evidence will be required will be called on.

4. A copy of the terms of reference is enclosed.—I have, etc.,

E. M. COOK,
Offg. Dy. Secretary to the
Government of India.

THE TERMS OF REFERENCE.

The following are the terms of reference :—

To enquire into the location and management of the general balances of the Government of India, the sale in London of Council Bills and transfers, the measures taken by the Indian Government and the Secretary of State for India in Council to maintain the exchange value of the rupee in pursuance of, or supplementary to the recommendations of the Indian Currency Committee of 1898, more particularly with regard to the location, disposition and employment of the Gold Standard and Paper Currency Reserves, and whether the existing practice in these matters is conducive to the interests of India ; also to report as to the suitability of the financial organisation and procedure of the India Office and to make recommendations.

No. 11 M. of 1913.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 22nd April 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to inform you that the Chairman of the Royal Commission appointed to enquire into certain matters connected with Indian Finance and Currency has intimated a desire to

receive the names of any non-official gentlemen in India who may wish to give evidence before the Commission. I am to enquire whether your Committee desires to suggest the names of any witnesses who might be called and if so to request that their names be communicated to me on or before 28th instant. The terms of reference are given in a Press Note issued by Government a copy of which is enclosed.

2. I am to say that no promise can be given that any intending witness will be heard by the Commission, nor can any statement be made at present as to the date when those whose evidence will be required will be called on.—I have, etc.,

E. CARMICHAEL,
Chief Secretary to Government.

PRESS NOTE.

The Chairman of the Royal Commission appointed to enquire into certain matters connected with Indian Finance and Currency has intimated a desire to receive the names of non-official gentlemen in India who may wish to give evidence before the Commission. Persons wishing to give evidence are therefore requested to communicate their names to the Chief Secretary to Government, Financial Department, so as to reach him by 28th April 1913 at the latest.

2. No promise can be given that any intending witness will be heard by the Commission, nor can any statement be made at present as to the date when those whose evidence will be required will be called on.

3. The following are the terms of reference :—

To enquire into the location and management of the general balances of the Government of India, the sale in London of Council Bills and transfers, the measures taken by the Indian Government and the Secretary of State for India in Council to maintain the exchange value of the rupee in pursuance of, or supplementary to, the recommendations of the Indian Currency Committee of 1898, more particularly with regard to the location,

disposition and employment of the Gold Standard and Paper Currency Reserves, and whether the existing practice in these matters is conducive to the interests of India; also to report as to the suitability of the financial organization and procedure of the India Office and to make recommendations.

No. 375 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 26th April 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

Simla.

SIR,—In reply to your letter No. 444 F., dated 18th instant, requesting the names of non-official gentlemen in India who might wish to give evidence before the Royal Commission on Indian Finance and Currency, I am requested to inform you that my Committee are of opinion the following gentlemen should be asked :—

Mr. Jas. Graham,

Messrs. Wm. Graham & Co.,

Glasgow.

The Hon'ble Mr. Gokhale,

London.

Mr. Dadiba Merwanjee Dalal,

Bombay.

My Committee however desire me to point out that they are not in a position to say whether the gentlemen named wish to give evidence nor whether they will accept an invitation to appear before the Royal Commission in London.—I have, etc.,

C. H. ARMSTRONG,

Chairman.

(Similar letter No. 374 to the Government of Bombay.)

No. 760 of 1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 21st April 1913.

The SECRETARY, CHAMBER OF COMMERCE.

Bombay.

The Royal Commission on the Indian Currency Question.

Letter No. 759--1913, dated 21st April 1913, from the Bengal Chamber of Commerce to the Government of India, Finance Department.

DEAR SIR,—I am directed to submit to you herewith the attached copy of the marginally noted letter, with reference to the appointment of the Royal Commission. The Committee believe that the enquiry which they have made, and the views which they have expressed, will meet with the approval of your Chamber. And if that be so, they would venture to express a hope that you may be able to see your way to support their action by a representation to the Government of India.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 759 of 1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 21st April 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT.

SIR,—I am directed to refer to the appointment, by His Majesty's Government, of the Royal Commission on Indian Currency and finance questions.

2. I am to ask if the Committee of the Bengal Chamber of Commerce may be favoured with information on the following points:—

(*a*) As to whether the question of coining gold in India is included in the terms of reference to the Commission; and

(*b*) As to whether the Commission will visit India for the purpose of recording evidence.

3. In regard to (*a*), the Committee have observed that the Commission has been instructed "to enquire into. . . . the

"measures taken by the Indian Government and the Secretary of "State for India in Council to maintain the exchange value of the "rupee in pursuance of or supplementary to the recommendations "of the Indian Currency Committee of 1898." The report of the Indian Currency Committee of 1898 (paragraph 54) recommended that the Indian mints should be thrown open to the unrestricted coinage of gold. It would appear therefore that the gold question is within the scope of the Commission's enquiry. The point does not however seem to be quite clear, and the Committee suggest that it should be elucidated by Government for the information of the public.

4. In regard to (*b*), the Committee of the Chamber are inclined to think that, if the Commission intends to undertake an exhaustive enquiry into the gold question in its Indian aspects, a visit to this country will be imperative. And they will be greatly indebted for any indication which the Government of India may be able to give them as to what course is likely to be pursued by the Commission in this connection.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 353 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 760—1913, dated 21st ultimo, enclosing a copy of a letter which your Chamber has addressed to the Finance Department of the Government of India, in connection with the Royal Commission on Indian Currency.

2. With regard to (*a*) of the 2nd paragraph of your enclosure my Committee are of opinion that your Chamber has correctly answered the point raised therein, and they agree with the views expressed in the 3rd para. to the effect that the question of coining gold in India is within the scope of the Commission's enquiry.

3. With regard to (*b*), in the absence of any explanation as to why your Chamber considers a visit to this country is imperative and without knowing what is exactly meant by "an exhaustive enquiry into the gold question in its Indian aspects," my Committee are unable to appreciate the point raised ; but bearing in mind the terms of reference, the view on this side is that such a visit is neither necessary nor desirable. The subjects submitted for the consideration of the Commission are, no doubt, intricate but at the same time they appear, to my Committee, to be perfectly straightforward ; and this being so they can very efficiently be dealt with by the members of the Commission (several of whom are intimately connected with this country), and by the witnesses who will be called to give evidence. Amongst the latter there will, no doubt, be some of the gentlemen who have been recommended by the various Indian Chambers, at the invitation of the Government of India. If this is so, my Committee are confident that the interests of this country will be adequately represented, and further they are of opinion that it is extremely doubtful if any better evidence could be obtained in the country itself.

4. If however your explanation in connection with the 4th para. of your letter to the Government of India is such as to bring forward points which have been overlooked, my Committee will be very glad to consider the matter again ; but they are nevertheless of opinion that a strong case will have to be made out to justify a recommendation that the Commission should be brought out to India for the purpose of taking evidence in this country.—I am, etc.

R. E. GREGOR-PEARSE,
Secretary.

No. 352 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1913,

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I am directed to send you herewith, for information, a copy of a letter and its enclosure which have been received from the

Bengal Chamber of Commerce, in connection with the Royal Commission on the Indian Currency question ; also a copy of my Committee's reply thereto.—I have, etc.

R. E. GREGOR-PEARSE,
Secretary.

No. 354 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I am directed to send you herewith, for information, a copy of a letter and its enclosure which have been received from the Bengal Chamber of Commerce, in connection with the Royal Commission on the Indian Currency question ; also a copy of my Committee's reply thereto.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 3705-95.

GOVERNMENT OF INDIA.
DEPARTMENT OF COMMERCE AND INDUSTRY.
(COMMERCE AND TRADE),
SIMLA, the 10th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 354, dated the 5th May 1913, forwarding a copy of correspondence with the Bengal Chamber of Commerce in connection with the Royal Commission on Indian Finance and Currency.—I have, etc.,

H. A. F. LINDSAY,
Under Secretary to the Government of India.

APPENDIX D-2.

PROPOSED STATE BANK FOR INDIA.

No. 157.

KARACHI CHAMBER OF COMMERCE.

KARACHI, 8th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—My Committee have noticed in the "Times" of the 14th March, the "Nineteenth Century & After" and other papers a revival of the scheme proposed to the Indian Currency Committee in January 1899 by Mr Alfred do Rothschild, of a great State Bank for India. The idea then was to absorb the three Presidency Banks and at the same time to take over from Government the management of (*a*) the Paper Currency, (*b*) the Gold Currency, and (*c*) the Gold Reserve. Such a Bank it was argued would create confidence in the "effective maintenance of a gold currency," and—"would consequently be effectively instrumental in directing to India the flow of capital which is so desirable for the increase of her prosperity" (*vide* Mr. Alfred de Rothschild's Note read to the Indian Currency Committee by the Chairman, Sir Henry Fowler, on the 12th January 1899).

The proposal was much discussed at the time but eventually abandoned in face of the practically unanimous opposition of all interests in India more immediately concerned.

The revived proposal appears again to contemplate an Indian State Bank with a huge capital that will amalgamate the three Presidency Banks and will also undertake the duty of maintaining the *gold value of the rupee*, as well as of meeting present demands in India for increased credit facilities.

It seems as doubtful now as when the project was first discussed whether such an amalgamation is practicable, or whether Indian trade would derive any benefit from such an amalgamation. Apart from this consideration, however, and in view of (1) efficiency of

existing banking facilities ; (2) the remarkable growth and multiplication in recent years of Indian Banks; and looking to the facts that with (3) a gold circulation of over £40,000,000, (4) a gold reserve in the Paper Currency Department of £19,000,000 in sovereigns and (5) a Gold Standard Reserve—mostly in England—of close upon £25,000,000, the maintenance of the gold value of the rupee has never before been so well assured as at present, my Committee are quite at a loss to understand the necessity of the proposed Indian State Bank.

It is possible, however, that there may be good reasons for the establishment of an Indian State Bank which my Committee have not yet adequately discussed. My Committee would be very glad to hear from you in this connection. And they would esteem it a favour if you could be so kind as to inform them of the views of your Chamber generally on the proposal, and, in particular, whether your Chamber considers an Indian State Bank necessary at the present time in the interests of Indian Commerce.—I am, etc.,

E. L. ROGERS,
Secretary.

Extract from "London Times" of 14th March 1913.

A STATE BANK FOR INDIA.

GROUNDS FOR THE PROPOSAL.

(*From a correspondent.*).

The pending expert inquiry into the management of Indian Currency is certain to have its attention directed to the proposal to equip India with a State Bank with functions analogous to those of the Bank of England, and it is desirable to indicate the grounds upon which this development is advocated. Although the question of Banking facilities was not specifically referred to the Fowler Committee in 1898, it transpired that eminent financiers, such as Lord Rothschild, Mr. Alfred de Rothschild, and Mr. (now Sir Everard) Hambro were of opinion that the best method of maintaining the gold standard and also of meeting the demand for increased credit lay in the establishment of a State Bank. The matter was discussed in India; but, in the words of the official *Imperial Gazetteer* (Vol. IV., 1907), "the Government reluctantly

came to the conclusion that the circumstances were for the time being unfavourable to the policy." In the last 15 years those circumstances have in large measure disappeared, and with the enormous development of trade and the attainment of fixity of exchange, the time is ripe, as Sir Edward Holden recently pointed out, for the proposal to be revived and fully considered.

The Presidency Banks.

The question closely affects the three Presidency Banks of Calcutta, Madras and Bombay—so closely, indeed, that this was the main obstacle to materialization of the project in 1898-99. The Government keeps a portion of its headquarters balances in these joint-stock banks, and there are reciprocal statutory obligations between them and the State which must be modified or disappear if an all-India institution is created. Obviously the first step would be the consolidation of these banks as the nucleus of the new organization. They are survivals of the not very distant times when India, like Roman Gaul, was divided into three parts, consisting of three isolated divisions—Madras, Bombay, and the rest of India—with separate armies, and very poor and inadequate communications. Physical conditions rendered inevitable the separation of these provinces from each other. This isolation has long since disappeared—and in no respect more markedly than that of both external and internal trade. But the Presidency banks remain inadequately capitalized and strictly compartmented, and they are incapable of attaining that full development which would be possible if all parts of the country were open to them. They are also debarred by law from raising money in the English Market; but obviously a central institution with substantial capital should be allowed, under the supervision of the India Office, to have an agency in London to transact ordinary business, especially business connected with the maintenance of the gold standard.

Increased Credit Facilities.

There can be no question that a State Bank would have a most salutary effect in securing the confidence of the people with money to invest. India suffers from a vast amount of infructuous capital, which a State Bank would be likely to draw forth in the form of shares or deposits. Hitherto the investment of money by deposit in banks has been on a much smaller scale than it ought to be; but

when one looks back upon the failures of numerous more or less unsound banks started in India during the last half-century the reason is not far to seek. The Fowler Committee reported that banking facilities had not kept pace with the increasing trade, and this is much more the case to-day. Another great advantage would be a far better utilization of the capital of the concern than is possible in the case of the three Presidency Banks under existing limitations. The central institution would have branches in every part of India, and would be able to let the capital flow in the directions where it was most needed. The facilities it would have for financing trade would go far to eliminate the sharp seasonal divergencies between discount rates in India, where they range in the course of a year from 3 per cent. to 8 or 9 per cent.; and the adequate capital at disposal would tend materially to bring about a lower average level. The proposition was originally made by eminent City authorities, who saw their way to employ funds for this purpose (Mr. Alfred de Rothschild specifically proposing a capital of 14 millions sterling), and the conditions, with fixity of exchange long since assured, are now even more favourable for raising all the money required.

Relations with the Government.

Like the Bank of England, the institution would no doubt be entrusted with the management of the paper currency. As Sir Everard Hambro said in his note to the report of the Fowler Committee, a State Bank would be likely to carry out such work in a manner more in harmony with the trade wants of the country than any Government department, however well administered. Mr. Alfred de Rothschild told the Committee that the detailed working of a managed currency "requires a technical skill and adaptability which can hardly be looked for in a Government department." The business facilities the Bank, with its many branches, would offer would have the effect of greatly expanding the use of paper currency, which under purely official management has not increased in anything like the proportion that ought to be the case considering the growth of education, trade and industry, and the large circulation of capital in recent years.

One of the difficulties of the Government is that the Presidency Banks are not sufficiently capitalized to be useful to the Treasury in times of temporary need, as the Bank of England is here. The

contrary is, in fact, the case, the Government being looked to to help these institutions. Many years ago it was the custom to keep the whole of the Treasury balances at the Presidency towns in these banks; but to quote an official statement in the *Imperial Gazetteer*, "experience showed that this practice was dangerous, because it might, and did on one occasion, so happen that the Government could not withdraw funds of its own which it needed without seriously disturbing the money market." Given a State Bank, with large capital and plenty of resources, the Government could again keep its headquarters balances in bank custody without any apprehension of monetary disturbances in consequence of withdrawals, and, on the other hand, it would be able to depend upon the Bank to advance money if the needs of the State momentarily required the assistance. In this connexion it may be pointed out that instead of being a rival to existing banks, the central institution would serve the same purpose in India as the Bank of England serves to other banks here, as a feeder and a supporter.

Finally, there can be no question that the Bank would be useful in helping to maintain the gold standard, by contributing to the flow of gold and silver as wanted between England and India. The Fowler Committee based its proposals on the principle of the free inflow and outflow of gold, remarking that it was in many ways as important that money should be able to flow out without depreciation when no longer in relative demand as that it should flow in when required. Hitherto the inflow has not been accompanied by an outflow, but a State Bank would be the most effective instrument for securing to India the advantage of responsiveness to international conditions.

No. 500 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 13th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—In reply to your letter No. 1571, dated 8th ultimo, drawing attention to certain articles which have appeared in the home papers in connection with a proposed State Bank for India

and requesting the views of this Chamber thereon, I am directed to state that my Committee feel it is difficult to discuss such a proposal with advantage, until some definite scheme has been put forward.

2. At the same time they agree that a mere amalgamation of the three Presidency Banks into one State Bank—if such a scheme was practicable—would not be likely to benefit the trade of India, and that in all probability the result would mean a curtailment of existing personal credit.

3. My Committee are further of opinion that the resources and working capital of the present banks have grown proportionately to the demands for increased credit; and that the stringency experienced during the busy season is not an argument to the contrary, but is due to the action of Government in collecting and locking up most of their revenue at a time when money is urgently required.

4. My Committee feel it is quite possible that an institution entrusted with the administration of the Gold Standard Reserve, the Treasury Balances and the Paper Currency might be of advantage to India, but until they are made acquainted with the details of the proposed scheme, they submit it is impossible to discuss it.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX D—3.

REVENUE ADHESIVE STAMPS.

No. 447 F.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT,

SIMLA, the 28th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to invite attention to the correspondence ending with the letter from the Finance Department No. 91-F.,

dated the 8th June 1912, in which it was stated that the Government of India were unable to extend the use of revenue adhesive stamps in the direction advocated by your Chamber.

2. Further representations have recently been made on the subject to the Government of India, who have reconsidered the matter with a desire to do all in their power to remove any avoidable inconvenience that is at present felt by the commercial community.

3. The present position is briefly that, under the Stamp Act, apart from certain special cases, ordinarily only instruments chargeable with a duty of one anna can be stamped with adhesive stamps. In the case of the instruments known as Share Transfers otherwise than by endorsement, it had long been the practice with the commercial public to use adhesive stamps, and this practice was legalised by Notification No. 311-F., dated the 19th August 1912. A number of instruments on which the duty was formerly one anna were, by the enhancement of stamp duties in 1910, removed from that category, and thereafter should have been stamped with impressed stamps. It was recognised, however, that some inconvenience would be caused by this change, and exceptions were made in favour of certain instruments with which the commercial public are chiefly concerned, namely, the instruments chargeable with duty under Articles 5 and 43* of Schedule I of the Stamp Act, 1899, the use of adhesive stamps having been permitted in their case by Notification No. 6364-F., dated the 5th December 1910, when the amount of duty does not exceed two annas. It is with regard to the latter class of instruments that I am now to address you.

* Article 5.—Agreement or Memorandum of an Agreement—	
(*a*) if relating to the sale of a bill of exchange.	Two annas.
(*b*) if relating to the sale of a Government security or share in an incorporated company or other body corporate.	Subject to a maximum of 10 rupees, one anna for every Rs. 10,000, or part thereof of the value of the security or share.
(*c*) if not otherwise provided for ..	Eight annas.
Article 43.—Note or Memorandum sent by a Broker or Agent to his principal intimating the purchase or sale on account of such principal—	
(*a*) of any goods exceeding in value twenty rupees.	Two annas.
(*b*) of any stock or marketable security exceeding in value twenty rupees.	Subject to a maximum of ten rupees, one anna for every Rs. 10,000, or part thereof of the value of the stock or security.

4. The instruments in question are those falling under the category of " Agreement or Memorandum of an Agreement," (Article 5 (a) and (b)), and those known as "Brokers' Notes." Under the rules as they stand, such instruments, when the amount of duty exceeds two annas, must either be written on stamped paper, or be presented to the 'proper officer' for the affixing of special adhesive labels. The Government of India have always held the view that there is much risk of fraud in the case of adhesive stamps ; at the same time they recognise the inconvenience entailed by the present restriction, and they are prepared to extend the use of adhesive stamps to these two classes of instruments. I am to request that the Government of India may be furnished with the opinion of your Chamber as to the extent to which adhesive stamps should be allowed in these cases and the denominations which should be introduced. The highest possible denomination required will be Rs. 10 ; but I am to suggest for consideration that the highest denomination of adhesive stamps be fifteen annas, which will cover transactions of Rs. 1,50,000, instruments relating to transactions of higher values being left to be written on impressed stamped paper, or stamped with special adhesive labels affixed by the 'proper officer.' The Government of India consider that such a limit is desirable, as they think it cannot be denied that the danger of fraudulent use to which adhesive stamps are particularly exposed increases, while on the other hand the inconvenience of having to use impressed stamps diminishes, as the value of transactions increases.—I have, etc.,

E. M. COOK,
Offg. Dy. Secy. to the Govt. of India.

No. 402 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 17th May 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I am desired to acknowledge receipt of your letter No. 447 F., dated 28th ultimo, regarding the use of revenue adhesive stamps in instruments chargeable with duty under the Stamp Act, and in

accordance with the request contained in the fourth paragraph thereof, to submit the opinions of my Committee as to the extent to which adhesive stamps should be allowed and the denominations which should be introduced.

2. The suggestion that the highest denomination of adhesive stamps should be limited to 15 annas is not, in the opinion of my Committee, satisfactory, inasmuch as contracts, for transactions exceeding 1½ lacs of Rupees, are made daily and it will be very inconvenient for brokers and others to send them to the Stamp Office to be stamped by the 'Proper Officer' for the affixing of special adhesive labels ; and as these contracts vary so much in amount it would also be inconvenient for Brokers to keep a supply of forms stamped with impressed stamps of all the various values and my Committee are of opinion that they would not do so. It is, therefore, respectfully submitted that the limit should be increased to the highest possible that can be required, *viz.*, Rs. 10, and that the following denominations should be introduced :—

Annas 1, 2, 5, 10.

Rupees 1-4-0, 1-14-0, 2-8-0, 3-2-0, 3-12-0, 4-6-0, 5-0-0.

3. My Committee also desire to draw attention to the fact that no provision appears to be made in the rules under the Indian Stamp Act for the kind of adhesive stamp which is to be used when the duty exceeds one anna, and they submit that the rule that applies in regard to the duty of one anna and half an anna might be so amended as to make provision for the two anna duty and the higher denominations of adhesive stamps which may now be introduced.

4. Rule 14 applies to adhesive stamps to denote the duty of one anna and cannot, therefore, apply to "Brokers' Notes" which are chargeable with two annas ; Rule 15 provides for the use of special adhesive stamps, but "Brokers' Notes" are not mentioned in that rule. There are consequently no special adhesive stamps for "Brokers' Notes" and the same cannot be stamped with two one-anna postage stamps under Rule 12 as the duty chargeable is more than one anna.

5. From the above facts it will be seen—

(*a*) That by Rule 12 (d) a "Brokers' Note" can be stamped with two annas by affixing an adhesive stamp.

(*b*) That Rule 14 which originally authorises "Brokers' Note" to be stamped with a one-anna postage stamp, does not apply to "Brokers' Note" now, the duty having been increased to two annas.

(*c*) That the rules are silent as to the class of adhesive stamps which can be used on "Brokers' Notes."

(*d*) That consequently "Brokers' Notes" to be validly stamped *must* be stamped with a skeleton stamp under Rule 7.

6. My Committee do not quite follow the statement contained in the 3rd paragraph of your letter under reply, to the effect that the use of adhesive stamps has been permitted in the case of instruments chargeable with duty under article 43 "when the amount of duty does not exceed two annas" as such statement does not appear to be in accordance with the effect of the rules made under the Act.

7. I am also to point out that the present rules appear to provide in this Presidency for the affixing or impressing of labels at Bombay and Karachi only, and if this is so, some inconvenience must be felt at up-country stations, and this perhaps is another reason for extending the use of adhesive stamps.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX **D-4.**

GOVERNMENT PROMISSORY NOTES.

No. 435-A.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
SIMLA, the 1st May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to say that it has, in the past, been the practice of the Public Debt Office to issue, or to accept the endorsement of, Government Promissory Notes in such form as to make the

latter payable to several persons and in the alternative to a certain number less than the whole of them. It has now been brought to the notice of the Government of India that doubts have been raised as to the legal validity of such notes, or of endorsements thereon, in which all the payees do not join. The Government of India consider it desirable that such doubts should be removed by legislation. As at present advised, they also consider that such legislation should not be confined to Government Securities alone, and that it is very desirable that in a matter such as this the Indian law regarding negotiable instruments generally should approximate as exactly as possible to that in force in England. It is accordingly proposed to amend the Negotiable Instruments Act, 1881, by the addition of a provision similar to that contained in Section 7 (2) * of the English Bills of Exchange Act, 1882, to the effect that a bill may be payable to two or more payees jointly, or in the alternative to one of two payees, or to one or some of several payees. Such an amendment will include the particular case of Government Securities. I am to request that the Government of India may be furnished with an expression of the opinion of your Chamber on this proposal.

* A bill may be made payable to two or more payees jointly, or it may be made payable in the alternative to one of two, or one or some of several payees. A bill may also be made payable to the holder of an office for the time being.

2. It has also been suggested to the Government of India that it would be convenient if firms dealing with Government Promissory Notes were registered. They will be glad to receive the views of your Chamber on this subject.—I have, etc.,

F. W. JOHNSTON,
Offg. Secretary to the Government of India.

No. 491 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I am desired to acknowledge receipt of your letter No. 435-A., dated 1st ultimo, regarding the endorsement of Government

Promissory Notes and to submit hereunder the opinions of my Committee thereon.

2. The suggestion to amend the Negotiable Instruments Act, 1881, by the addition of a provision similar to that contained in Section 7 (2) of the English Bills of Exchange Act, 1882, is approved; the said amendment to include the particular case of Government Securities. My Committee presume that provision will also be made in the Act to the effect not only that Promissory Notes and Bills may be made payable in the way suggested, when the note is originally made or the Bill originally drawn, but also, if originally not so made or drawn, they may be made so payable by endorsement.

3. It is suggested that a new Section to this effect might be inserted between Sections 48 and 49, corresponding with Section 34 (3) of the Bills of Exchange Act, save that the operation of the Section should not be confined to an endorsee under a special endorsement.

4. The new Section might be numbered 48*a* and read as follows:—

"The provisions of this Act relating to a payee apply with the necessary modifications to an endorsee."

5. With reference to the second paragraph of your letter under reply, I am to state that my Committee do not understand why it would be a convenience if firms dealing with Government Promissory Notes were registered, and in the absence of any reasons for the proposed change they are unable to understand why the suggestion has been made. So far as my Committee are able to judge there is no necessity for a regulation of this character.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 744-A.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

SIMLA, the 28th July 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of Mr. Johnston's letter No. 435-A. dated the 1st May last, I am directed to enclose a copy of a letter No. 745-A, dated the 28th July 1913, addressed to the Bengal Chamber of Commerce, regarding the registration of firms dealing in Government Promissory Notes and to say that the Government of India will be glad to receive any further opinions that your Chamber may wish to offer on the matter in the light of the explanation now given.—I have, etc.,

E. M. COOK,
Under Secretary to the Government of India.

No. 745-A.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

SIMLA, the 28th July 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 1012-1913, dated 31st May 1913, regarding the endorsement of Government Promissory Notes in the alternative.

I am to say that the Government of India regret that the reasons for the proposal put forward in paragraph 2 of their circular letter No. 435-A, dated 1st May 1913, for the registration of firms dealing in Government Promissory Notes, were not explained. The present position is that, when an endersement in the name of a Limited Company, or of a firm not registered under the Indian Companies Act, comes before a Public Debt Office, it is frequently necessary to call for and examine the articles of association or the papers in regard to the constitution of the firm, in order to see that these explicitly provide for dealings in Government Paper. This not only causes

considerable work in the Public Debt Office, but also causes delay and inconvenience to the public. The registration of firms dealing in Government Paper will, it is thought, obviate this difficulty. Once the papers have been examined by the Public Debt Office the name of the firm would be entered in a register, maintained at all Public Debt Offices and the notes presented by such firms can be passed without any further reference to the parties concerned, as has frequently to be made at present. It is understood in fact that the inconveniences referred to have already led to the adoption of an informal system of registration, though not of course compulsory or universal, and what is proposed is to recognize this procedure and extend it by making it compulsory.—I have, etc.,

E. M. COOK,
Under Secretary to the Government of India.

No. 752 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 29th August 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

SIR,—I am desired to acknowledge receipt of your letter No. 744A, dated 28th ultimo, enclosing a copy of a letter from the Finance Department of the Government of India to the Bengal Chamber of Commerce in connection with the endorsement of Government Promissory Notes and inviting the opinions of my Committee thereon.

2. The matter has received careful consideration and it appears to my Committee that if the proposals put forward are adopted,——

(*a*) a firm must be registered as a condition precedent to Government Promissory Notes being transferred to the firm's name;

(*b*) all "registered" firms will have to keep Government advised of any changes that may take place in the constitution of the firm from time to time; and

(*c*) Government Promissory Notes cannot be held by an unregistered firm.

3. It is understood that the present practice is to call for the Articles of Association, &c., of all limited Companies, but that only in rare cases are the papers relating to the constitution of a private firm called for ; an endorsement in favour of a firm being accepted and passed without enquiry, as a matter of course, except in such rare cases. If this is so it would appear that, so far as private firms are concerned, the present proposal would tend to make Government Promissory Notes unpopular, as it seems doubtful whether such firms would consider it worth while to go through the formalities contemplated, merely to be entitled to hold these notes in the firm's name. This applies particularly to native firms among whom in very many cases partnership agreements do not exist.

4. Considering the matter from the point of view of an ordinary holder of Government Promissory Notes, it appears likely, if the proposals are adopted, that this class of holder will avoid all notes bearing an endorsement in favour of a firm, as, from the fact that endorsements in favour of any firm have been permitted for so long without question, unauthorized endorsements, under the new ruling, are almost certain to be made for some considerable time to come. Ordinary holders can only satisfy themselves as to whether an endorsement in favour of a firm relates to a "registered" or "unregistered" firm, by enquiring at a Public Debt Office. It is hardly to be expected that they will take this trouble and the tendency, therefore, will be, as already stated, to avoid all risks by refusing to accept any note on which a firm's endorsement appears.

5. For these reasons my Committee are not in favour of the proposal contained in the second paragraph of your letter No. 435-A of 1st May last.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX D-5.

BANKING LEGISLATION.

No. 8771 of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 26th September 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of the letter from the Government of India, Department of Commerce and Industry (Companies), No. 6905-6918-11, dated 22nd August 1913, and to request that you will favour this Government at an early date with the opinion of the Chamber on the proposals contained in paragraphs 2 to 4 of the Government of India's letter.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

No. 6905—6918.—II.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 22nd August 1913.

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT.

SIR,—I am directed to address you as to the desirability of legislation in connection with the use of the term "bank" in this country. I am at the outset to explain that it is not at present the intention of the Government of India to attempt to control all the numerous forms of banking operations known under various names which are carried on in this country in business centres either by foreign or indigenous agency. Similarly, the Government of India do not propose to include in the scope of such legislation the regulation of a form of banking undertaken by industrial companies which receive deposits from certain persons during their busy season in order to

finance the business of the firm. The Government of India wish only to examine for the present the desirability of attempting to impose restrictions on the use of the term "bank" or "bankers" or its equivalent such as "Banking Agents," "Banking Societies," etc., by individuals, partnerships or companies who conduct banking business on lines which are unsound and likely to imperil the security of credit. I am particularly to invite attention to the fact that deposits in banks for which statistics are available are increasing very rapidly. Between the years 1906 and 1911, the increase was from 12 to 25 crores of rupees, and the movement continues to progress. According to the latest statistics available, there are 451 banking and loan companies registered under the Indian Companies Act. The Government of India have no information regarding the number of individuals or partnerships engaged in the business of banking under the name of "bankers" in the Bombay Presidency. They desire therefore to be furnished with such information on this point as can be readily procured. They are under the impression that a considerable number of banks exist which have not been registered under the Indian Companies Act. Such institutions, I am to observe cannot be affected by the improved regulation of the conduct of public companies which may be expected to result from the recently enacted Indian Companies Act of 1913 taking effect in 1914.

2. I am to offer certain general remarks regarding the points in which many existing banks appear to require reform, if they are to continue to receive large deposits from the public. In the first place it is for consideration whether the term "bank," "bankers" etc., should not in future be restricted to companies registered under the Indian Companies Act. In the absence of any legislation regulating the use of the term "bank," it is open to individuals and firms to take advantage of the undoubted prestige which the term conveys, and to receive very large sums of money from the public without even coming under the restrictions which regulate the conduct of public and private companies. They are not required to publish accounts, or to notify their capital or the dividends paid, or to take any precautions for the proper control of the bank's business such as are enforced on a company conducting banking business by the Indian Companies Law. There is a special danger in this state of affairs. The Indian public are, it is believed, slowly learning to substitute bank deposits bearing interest for the time-honoured practice

of hoarding. The movement properly regulated is a normal and healthy one which adds very greatly to the resources of the country by utilising the credit of which capital, when not hoarded, forms the basis. It is of the utmost importance to the country that this process should continue unchecked by any serious set back such as the failure of any considerable number of banking institutions would undoubtedly entail. The use of the term "bank" indiscriminately by individuals and firms prejudices the stability of the whole system of banking, including banking by public companies, and discredit would fall on all alike in the event of serious failure of banks controlled by individuals or by partnerships. For this reason it would appear desirable that, at least for the future, the term "bank," "bankers," etc., should not be allowed to be used except by registered companies. With reference to banks already in existence, it would appear *prima facie* undesirable that any exemption of existing banks should be made from this restriction. The recent history of private banks in India has not indeed been so devoid of failure as to establish a strong case for such an exemption. But the Government of India would be prepared to consider whether the case might not be met by permitting such existing banks to continue business on their undertaking the regular publication at six monthly intervals of balance sheets audited by a person competent to audit under the provisions of Section 144 of the Indian Companies Act. I am particularly to lay stress on the fact that the withdrawal of the right to use the term "bankers" or "banking agents" from such persons or partnerships as so describe themselves does not inflict any real hardship on these existing institutions. For it is to be observed that this restriction does not involve any discontinuance of the business in question, but only a substitution of the term "bank," or "bankers" by some other less imposing titles, as for instance, "financial agents," "loan companies," etc.

3. It would follow from these suggestions, if they prove capable of adoption, that institutions which will hereafter possess the name and prestige of "banks" should be subject to certain restrictions. Such restrictions would appear to be specially desirable in regard to the following matters:—

(1) The prescription of a minimum amount of subscribed capital.

(2) A stipulation that an adequate portion of such capital should be duly paid up within a reasonable period from the starting of the business.

(3) A restriction on the full allocation of profits to dividends pending the building up of an adequate reserve.

(4) A restriction as to taking up by a "bank" of business outside that of banking, in which the banking profits might be lost.

4. Before, however, proceeding further in the consideration of such a policy as that outlined above, the Government of India would be glad of the opinions and suggestions of Local Governments, Chambers of Commerce, etc. I am, therefore, to request that, after consulting Chambers of Commerce, and such other persons or local bodies as you may think advisable, you will favour the Government of India at an early date, with the views of the Government of Bombay on the subject, and especially as regards the scope and direction in which such general restrictions as those mentioned above, should they be thought necessary, can best be specifically applied.

5. The Government of India of course, recognise the desirability of not interfering with really legitimate banking business, and the matter is consequently in a very special degree one in which they would be materially assisted by learning the views of the commercial community.—I have, etc.,

J. F. GRUNING,
Offg. Secretary to the Government of India.

No. 999 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 13th November 1913.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am desired to acknowledge receipt of your letter No. 8771, dated 26th September 1913, forwarding a copy of a letter from the Government of India, Department of Commerce and Industry,

No. 6905-6918-11, dated 22nd August 1913, on the subject of Banking Legislation, and requesting the opinion of this Chamber on the proposals contained in paragraphs 2 to 4 thereof.

2. In the first place my Committee desire to state that as regards Banking Legislation generally they only favour the introduction of a Bill of a simple character, which in some measure will give protection to shareholders and depositors, for in their opinion successful banking is really a question of experience and good management in matters pertaining to banking and the safe custody of other people's money, and if this is assured and if the Directors are competent and thoroughly understand their business, there is really no necessity for legislation of a stringent character which might retard development and in some degree hamper the success of sound and well managed banking institutions.

3. For this and other reasons my Committee are glad to note that the Government of India only wish at present to examine the question of the desirability of attempting to impose restrictions on the use of the term "bank" and similar words and that their other suggestions regarding the constitution and management of banks, are also on moderate lines. In the 2nd paragraph of the letter now under consideration, the point is raised as to whether the term "bank," "bankers", etc., should not in future be restricted to companies registered under the Indian Companies Act. As regards this, my Committee are of opinion that all institutions calling themselves banks, banking companies, banking corporations, and so forth, should be brought under the provisions of this Act, but they would exclude from these provisions firms and individuals trading as "bankers" or giving the word its Indian equivalent "shroffs," for neither word, in their opinion, has any special attraction for the investing public in the same way as the word "bank" undoubtedly has, and if so, there is no necessity nor does it seem advisable that the use of either word should be controlled by a legislative enactment. Both words are frequently used in Western and Northern India by well-known firms and individuals and no such significance attaches to their use as to the word "bank", which undoubtedly does attract deposits on a large scale.

4. My Committee are further of opinion that the words "Savings Bank" should also be brought under control, and if it cannot be

enacted that these words should be confined to the Post Office and Presidency Banks, which in their opinion is very desirable, the accounts of all such Banks (whether separate or as departments of any ordinary bank) should be under strict control. It should be compulsory for a large percentage of their deposits to be invested in Trust Securities, and the remainder held in a more or less liquid condition.

5. With reference to paragraph 3, my Committee do not favour the first suggestion that the prescription of a minimum amount of subscribed capital is desirable, but as regards the second proposal that an adequate portion of the subscribed capital should be paid up within a reasonable period from the starting of the business, their suggestion is that at least 50 per cent. of the subscribed capital should be paid up within one year or before the first statutory meeting. They are also of opinion that there should be some limitation as regards the authorized capital and suggest that this might be brought about either by charging an enhanced registration fee on the authorized or nominal capital or by fixing a reasonable proportion between the amount authorized, subscribed and paid up, the basis to be, say 50 per cent. of subscribed to authorized and 50 per cent. of paid up to subscribed capital.

6. In this connection it is also very necessary that the capital advertisements of banks should be controlled and my Committee suggest a clause to the effect that when any advertisement, etc., of a bank or banking company contains a statement of the amount of any capital, such advertisement, etc., must show the amount of capital authorized, subscribed and paid up.

7. As regards the third proposal that there should be a restriction on the full allocation of profits to dividends pending the building up of an adequate reserve, my committee are at variance, some members being of opinion that this is a matter which should be within the discretion of the Board of Directors, and that as there is no such imitation in other countries, where banks have not the right of a note issue, it is inadvisable for Government to legislate on this point.

8. Other members, however, are of opinion that, dividends might well be limited to 5 per cent. per annum until a reasonable reserve has been accumulated, and that thereafter, on a sliding scale, they might

be raised until a sum in reserve has been reached commensurate with the paid up capital of the bank. One of the reasons for this suggestion is that a well managed bank which restricts its dividends pending the building up of an adequate reserve might be handicapped in its operations, and the value of its shares kept down, by a badly-managed bank which was paying away the whole of its profits in dividends. A clause to the effect now suggested would not really hamper the operations of a well managed bank, but would control the excessive dividends of banks whose methods of business might be open to criticism.

9. In this connection my Committee are, however, of opinion that there should be no restrictions confining the investment of reserve funds to Trust Securities, nor should there be any limitation of capital and reserves to total commitments. What, however, is necessary, is a thoroughly efficient audit and this it is hoped can be secured under the provisions of the new Indian Companies Act. In this connection my Committee would remark that, if possible, the audit of banks and banking institutions should be done by Chartered and/or Incorporated Accountants only.

10. The fourth proposal is that there should be a restriction as to the taking up by a bank of business outside that of banking, in which the banking profits might be lost, and my Committee would suggest in this connection that powers should be given to the Registrar to refuse a certificate to a company whose Memorandum and/or Articles of Association show clearly that it intends to engage in other business such as ordinary trading, insurance, shipping and so forth, in addition to the business of banking. It will be necessary, however, to provide that the applicant shall have a right of appeal against the Registrar's decision, on the facts as disclosed in the Memorandum and/or Articles of Association. My Committee do not favor a suggestion that the term "banking" should be defined, as a clear definition is probably impossible and anything indefinite or open to question is inadvisable. Their view is that if the Registrar has certain powers in the matter it will be sufficient, or at any rate it will be going as far as it is advisable to legislate in this direction. Excepting, therefore, as mentioned above, my Committee are of opinion that there should be no restrictions as to the business a bank or banking company may engage in.

11. My Committee are further of opinion that a bank should not be allowed to advance money on its own shares nor should it be allowed to advance money to its own officers or staff either with or without security. As regards advances to Directors, my Committee are not quite in agreement as to whether this should be allowed at the discretion of the Board, either with or without security, but the question is one that might, they think, very well be considered before the Bill reaches its final stage.

12. As regards the form of balance sheet, my Committee have no additions to propose to Form F. of the Indian Companies Act, 1913, and the only other point they now desire to bring forward is that the Bill should contain a clause similar to clause 277 of the Indian Companies Act, 1913, exempting under certain conditions banks registered and controlled outside British India.

13. Briefly stated my Committee's suggestions are as follows :—

1. That all institutions calling themselves banks, banking companies, banking corporations and so forth, should be brought under the provisions of the Indian Companies Act, but that these restrictions should not be applied to firms and individuals trading as shroffs or bankers.
2. That the words "Savings Bank" should, if possible, be reserved for Post Office and Presidency Banks Savings Banks, but if this is not possible, Savings Banks should be brought under strict control.
3. That a minimum subscribed capital should not be fixed.
4. That at least 50 per cent. of the subscribed capital should be paid up within one year, or before the first statutory meeting.
5. That there should be some limitation or check on authorized capital and that there should be some fixed reasonable proportion between the authorized, subscribed and paid up capital.
6. That a clause be inserted in the Bill to the effect that when any advertisement, etc., of a bank or banking company contains a statement of the amount of any capital, such advertisement, etc., must show the amount of capital authorized, subscribed and paid up.

7. That there should be no restrictions confining investments of Reserve Funds to Trust Securities.

8. That there should be no restrictions of Capital and Reserves to total commitments.

9. That, if possible, the auditing of banks' accounts should be done by Chartered and/or Incorporated Accountants.

10. That the Registrar, but subject to a right of appeal, should refuse a certificate to a company whose Memorandum and/or Articles of Association show clearly that it intends to engage in business such as ordinary trading, insurance, shipping and so forth, in addition to the business of banking.

11. That excepting as mentioned in (10) there should be no restrictions as to the business a bank or banking company may engage in.

12. That banks should not be allowed to advance money on their own shares.

13. That banks or banking companies should not be allowed to advance money to their own officers or staff.

14. That so far as items in balance sheets are concerned, Form F in the Indian Companies Act, 1913, is sufficient.

15. That the Banking Bill should contain a clause similar to clause 277 of the Indian Companies Act, 1913.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

113, ESPLANADE ROAD,
BOMBAY, 18th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—Our attention has been drawn to the views expressed by your Committee in the matter of Banking Legislation in India and while agreeing with you in your various valuable suggestions, we beg

to point out that your Committee have either been misled or have unintentionally done gross injustice to the claims of independent practising auditors by your suggestion "that if possible the audit of Banks and Banking Institutions should be done by Chartered and/or Incorporated Accountants, only". Your Committee, by this suggestion presume that persons belonging to these two bodies alone are fit for conducting the audit of Banks and Banking Institutions. Your Committee have not stated anything in support of nor have they given any reason for this suggestion. Your Committee have adduced no facts, have proved nothing to show that the Chartered or Incorporated Accountants can alone do the said audit efficiently. The failure of the Bank of Burmah is still quite fresh in the minds of the Indian Public, and the audit of this Bank was done by Chartered Accountants. The Credit Bank of India, a recent failure, had one of its Auditors, a Chartered Accountant and the other an Incorporated Accountant. Of course we admit that they are not infallible but we beg to show that the evils complained of cannot really be remedied by appointment of Chartered and Incorporated Accountants only. To put forward names of these two bodies only in your suggestion to Government as eligible for the audit of Banks is preposterous and unfair. It is only taking a partial view of the matter which will prove harmful to the claims and interest of other professional accountants who belong to bodies who are equally well-known in Great Britain and Australia. The question of appointment of Auditors is at present under consideration by Government and if it is laid down in the Act that a license should be granted to qualified professional accountants, a mere competitive form of title of one or other Society would die out.

We, as the local representatives in India, of the Corporation of Accountants, request the favour of your placing our letter before the Committee for their consideration and we trust you will please in fairness and justice to all other qualified professional accountants and auditors remove the injustice done to them by the aforesaid suggestion of your Committee.—Yours faithfully,

S. B. BILLIMORIA & CO.,
Corporate Accountants.

Letter in somewhat similar terms received from Messrs. Chandabhoy and Jassoobhoy and others.

CHAMBER OF COMMERCE,
BOMBAY, 6th December 1913.

Messrs. S. B. BILLIMORIA & Co.,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter, dated 18th ultimo, in which you express your views on a certain recommendation regarding Auditors that my Committee submitted to the Bombay Government anent the proposed legislation to restrict the use of the term "Bank" in this country.

In reply I am to state that the reason underlying my Committee's suggestion that Chartered and/or Incorporated Accountants only should conduct the audit of Banks, was that they considered it imperative such accounts should be inspected by men who might from their training and education in accountancy be really capable of advising and directing these institutions in their methods and system of book-keeping.

My Committee fully recognise that there are many people in India who are quite capable of conducting a simple audit, which has in view merely the correctness of the accounts under inspection, but, while they do not wish to do an injustice to anyone, my Committee also consider that in legislating for Indian Banking the highest qualifications should be required from those who may be appointed to audit the books of such institutions.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

Similar letter to Messrs. Chandabhoy and Jassoobhoy in reply to their letter, dated 25th November 1913.

113, ESPLANADE ROAD,
BOMBAY, 12th December 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We beg to acknowledge the receipt of your letter, dated the 6th instant, and in reply beg to state that accountants belonging to the Corporation of Accountants and other well-known

bodies of accountancy in England are quite competent enough with the Chartered and the Incorporated Accountants to advise and direct Banking Institutions in their methods and system of Book-keeping. These accountants receive training and education as efficient as the Chartered and the Incorporated Accountants, and to enable you to have an idea of the curriculum of studies we enclose herein a *syllabus of the Corporation of Accountants.

You are perhaps aware that the present crisis owed its origin to the failure of the People's Bank, Punjab, whose accounts were audited by a Firm of Indian Accountants Messrs. Basantram & Sons and it may be said to their credit that before the Bank was wound up they published their report to the Directors and Shareholders in which they set forth in detail various allegations against the Bank and thus, faithfully fulfilling their duties, did great service to the public. When the Bank was finally taken in liquidation, Messrs. A. F. Fergusson & Co., Chartered Accountants, were appointed auditors, and they corroborated the allegations made in the Report of the said Indian Auditors of the Bank. We further beg to mention that the audit of the Credit Bank was done by a Chartered and an Incorporated Accountant, that of the Specie Bank was conducted by two Incorporated Accountants not to mention other Banks which had failed previously, the Arbuthnots Ltd., The Bank of Burmah, &c. In these cases also the audit was not, certainly, done efficiently and the auditors failed to discharge their duties.

Referring to the third para. of yours under reply, we thank you for your recognition of many people in India, who are quite capable of conducting a simple audit, &c. If our knowledge be correct we know that there are many practising Indian auditors who at present do the audit of big Joint Stock Companies, Banks and Banking Institutions and have been doing useful work throughout and by their training and extensive practical experience are capable enough to advise and direct these institutions on all occasions. If it is claimed that the Chartered and the Incorporated Accountants alone are men of the highest qualifications and training we have only to refer you to the syllabus we are sending you herewith which will show you that the Corporation of Accountants have laid down as strict a test for admission to their body as any other institute of accountants.

* Not printed.

Up till now our examinations were held under the supervision of Messrs. A. F. Fergusson & Co., and they know that the Corporation of Accountants is an important, well established, well-known institute of accountants in Great Britain.

We confidently hope that your Chamber will kindly take into consideration all the facts we have placed before them till now, in respect of the Corporation of Accountants, and will recommend to the Government of India this recognised body of professional Accountants and Auditors as fully qualified for the work of auditing the accounts of Banks and banking concerns. As a matter of fact, members belonging to this Corporation are at present auditing the accounts of Banks and big Joint Stock Companies, are appointed from time to time arbitrators in matters of accounts by the learned Judges, are appointed accountants to help official liquidators in their work of investigation and on several occasions have appeared before the Judges of the High Court as experts, for their evidence in matters of accounts.

We need hardly add here that it is not the incompetency of the Auditors in the various banking concerns that led to their failure as much as the want of a conscientious and faithful discharge of their duties to the numerous shareholders and depositors of such big institutions. What is primarily needed in the profession of Auditors is honesty of purpose and high standard of morality coupled with personal character. Without these virtues any qualifications of being attached to any Institute or Society of Accountants will not prevent frauds, abuses, and scandals.—Yours faithfully,

S. B. BILLIMORIA & CO.

No. 1151 of 1913.

CHAMBER OF COMMERCE

BOMBAY, 19*th December* 1913.

Messrs. S. B. BILLIMORIA & Co.,

Bombay.

DEAR SIRS,—I am directed to acknowledge with thanks the receipt of your letter, dated 12th instant, and to state that my Committee

have perused it with much interest and that they will bear it in mind when the matter comes up later for detailed discussion.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

181, DHURRAMTOLLAH STREET,
CALCUTTA, 23*rd December* 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—It has been reported that your Chamber has recommended to Government that the audit of banks should be restricted to Chartered and Incorporated Accountants only, and I beg to enclose a* copy of the Public Accountants and Auditors Bill which is at present in Parliament from which it will be seen that there are ten bodies of accountants in the United Kingdom that claim the right of practice as public accountants and as the representative of the London Association of Accountants in India, with your permission, I beg to approach your Chamber for a reconsideration of its recommendation on this point.

Should you require any information concerning the Association, I shall be only too pleased to give it to you. I may mention that members of the Association are recognised in the United Kingdom equally with Chartered and Incorporated Accountants, one proof of which can be found in the fact that members of the Association have been appointed by the Treasury on the audit staff under the National Insurance Act.—Yours faithfully,

THOS. A. PALMER.

No. 25 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 8th January 1914.

THOMAS A. PALMER, ESQ.,
181, Dhurramtollah Street,
Calcutta.

DEAR SIR,—I am directed to acknowledge, with many thanks, the receipt of your letter, dated 23rd ultimo, and its accompaniment,

* Not printed.

and to inform you that the latter was perused with much interest by my Committee, who will bear the matter in mind, when the Banking Bill comes up again for detailed discussion.—I, am etc.,

R. E. GREGOR-PEARSE,
Secretary.

181, DHURRAMTOLLAH STREET,
CALCUTTA, 12th January 1914.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am exceedingly obliged by your favour of the 8th nstant, and beg to thank your Committee for so kindly offering to bear the matter, represented in my letter of the 23rd ultimo. in mind when the Banking Bill comes up again for detailed discussion.

I take this opportunity of informing you that the Public Accountants' and Auditors' Bill will be re-introduced in the House of Commons early in the coming session, and I shall be pleased to keep you informed of the results.

Thanking you again for your courtesy.—Yours faithfully,

THOS. A. PALMER.

APPENDIX **D-6.**

INDIAN COMPANIES' (AMENDMENT) BILL.

No. 5293 of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 5th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copies of the letter from the Government of India, No. 1853-1866, dated 17th May 1913, and of a

Bill to amend the Indian Companies Act, 1913, with the Statement of Objects and Reasons, and to request that you will favour Government with the opinion of the Chamber on the provisions of the Bill.

9. I am to request that the reply to this letter may be sent by the 15th July 1913 at the latest.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

Letter from the Government of India, Legislative Department Nos. 1853-1866, dated 17th May 1913:—

"I am directed to forward herewith 60 copies of the papers noted on the margin*, and to request that His Excellency the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Hon'ble the Judges of the High Court of Bombay, the principal Chambers of Commerce and Associations in the Bombay Presidency, and of such selected officers and other persons as His Excellency the Governor in Council may think fit to consult on the subject.

* Notification by the Government of India in the Legislative Department, No. 38, dated the 25th April 1913, with the Indian Companies' (Amendment) Bill, 1913, and Statement of Objects and Reasons.

"2. Three important questions affecting the relationship between Companies and their Managing Agents are dealt with in these clauses. Firstly, under Clause 83-A, the appointment of directors in all cases, except in the case of private Companies, is rendered compulsory; and in clause 83-C, it is further provided that in cases where the business of a Company is controlled by a firm of Managing Agents, the majority of the Directors shall be persons who are not members of the Managing Agents' firm. Secondly, where the contract is for the appointment of a Manager or revises an existing contract of the kind (*e.g.*, a contract such as would be entered into in the event of a firm taking over, after the constitution of a Company, the management of the Company's affairs, or in the event of any change being made in the deeds and contracts regulating the relation

between the Company and its Managing Agents), Clause 91-A (2) prescribes that in the terms of such contract, if a Director is interested in it, shall be communicated to all the members. Thirdly, Clause 91-B prescribes that, in the case of any contract made by a Manager or other Agent, the terms of all contracts entered into on behalf of the Company, in which the Company is an undisclosed principal, must be communicated in writing at once to the Company, and such communication is to be laid before the Directors at their next meeting.

"The first of these provisions is desirable owing to the peculiar position of Managing Agents of Companies in India. The Indian Companies' Act of 1913 brings Indian Company Law into close relation with the Company Law of England; and it follows that the Indian Courts would presumably interpret the new Act in accordance with the large volume of decisions on Company Law which has been passed by English Courts. The effect of the passage of the Act will therefore be to impose much heavier responsibilities on those engaged in the management of Companies. It has accordingly been thought desirable, both in the interests of the Companies and of the Managing Agents, that in all cases (except that of private Companies) Directors should be appointed. The provision, it should be added, was recommended in the first instance by the Bengal Chamber of Commerce. Inasmuch as the position of a Director, who is a member of the Managing Agents' firm, would in many cases be that of an interested party, it has been thought advisable that a majority of Directors should be appointed from persons not members of the Managing Agents' firm. It has been recognised, however, that difficulties arise in this connection in cases where the Managing Agents hold a sufficient number of shares to give them a controlling interest in the Company, and an endeavour has been made to meet this contingency in the proviso to the clause.

"In regard to the second provision, the terms on which Managing Agents are appointed to manage the affairs of a Company are now very commonly recorded in the articles of the Company, or if they are contained in a contract entered into prior to the issue of the prospectus, would usually, in consequence of the provisions of section 93 of the Companies' Act, 1913, be disclosed in the prospectus. The object of Clause 91-A (2) is to secure a corresponding degree of

publicity in cases where the contract between the Company and its Managing Agents is entered into or modified subsequently to the constitution of the Company. The relationship between the Company and its Managing Agents is of vital importance to the members' interests, and it would appear clearly reasonable that they should be cognisant of it in all cases, and especially should be cognisant of any modifications which may be made therein.

"Thirdly, the provision for the disclosure of contracts effected by Agents on behalf of the Company in which the Company is an undisclosed principal, is merely an adaptation of the existing law of England regarding Brokers' or Agents' liability when selling as such stock or other marketable security. It is clearly undesirable that an Agent should be able to effect purchases and sales without at the time recording whether he acts in his own interest or in the interest of one or more of the managed companies. In the present position of the law in India there is no statutory obligation requiring disclosures, and consequently there is nothing to prevent a firm of Managing Agents taking advantage of the absence of such a provision to allot contracts after execution either to themselves or to managed companies according as the result of the contract appears profitable or the reverse. It is generally admitted that this abuse is not unknown in India, and Clause 91-B of the Bill, by providing for an immediate communication to the principal in such cases, will, it is thought, do something to discourage such transactions in future.

"In addition to these provisions, Clause 91-A, it will be observed deals with the disclosure of interest of directors in contracts made by a company when they are interested in such contracts. It is clearly desirable that when a director has any interest in a contract effected on behalf of a company other than the interest of the company concerned, he should make the extent of his interest known to the other directors. He is also debarred from voting on it. This provision will, it is hoped, secure that the shareholders' interest are properly safeguarded by the directors as a whole when one or more of their number are benefiting by a contract entered into on behalf of a company. It is a provision which finds place in many Articles of Association; and it is further on the lines of the view of a director's duties which has frequently been taken by English Courts of Law.

"3. I am to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English and in such other languages as His Excellency the Governor in Council may deem proper, and that the dates of such publication may be communicated in your reply.

"4. The reply to this letter should be sent in by the 1st September 1913."

A Bill to amend the Indian Companies Act, 1913.

Whereas it is expedient to amend the Indian Companies Act 1913: It is hereby enacted as follows:— VII. of 1913.

Short title.

1. This Act may be called the Indian Companies (Amendment) Act, 1913.

Insertion of new sections 83A., 83B, and 83C in Indian Companies Act, 1913.

2. After section 83 of the Indian Companies Act, 1913 (hereafter referred to as the said Act), the following heading and sections shall be inserted, namely:— VII. of 1913.

"*Directors.*

Directors obligatory.

83 A. Every company other than a private company shall have a director or directors.

Appointment of directors.

83 B. In default of and subject to any regulations in the articles of a company other than a private company—

(*i*) the subscribers of the memorandum shall be deemed to be the directors of the company until the first directors shall have been appointed;

(*ii*) the directors of the company shall be appointed by the members in general meeting; and

(*iii*) any casual vacancy occurring among the directors may be filled for the remainder of the term by the continuing directors

83 C. When a firm is Manager of a company other than a private company then, notwithstanding anything in the articles of the company, there shall be not less than three directors of the company, and the majority of such directors shall be persons who are not members of such firm :

Majority of directors to be persons not members of managing firm.

Provided that this section shall not apply to a company limited by shares as long as such firm or the members thereof hold as sole absolute beneficial owners and not merely as trustees, not less than three-fourths of the total number of the shares in the company which confer on the holder the right to vote at a general meeting of the company."

Insertion of new sections 91A and 91B in Indian Companies Act, 1913.

3. After section 91 of the said Act, the following sections shall be inserted, namely :—

"91 A. (*1*) When by the articles of a company a director is permitted to contract with the company, such director, if he is directly or indirectly concerned or interested in any contract or arrangement entered into by or on behalf of the company, shall disclose the nature of his interest at the meeting of the directors at which the contract or arrangement is determined on if his interest then exists, or in any other case at the first meeting of the directors after the acquisition of his interest or the making of the contract or arrangement, and no such director shall as a director vote in respect of any such contract or arrangement ; and if he does so vote, his vote shall not be counted.

Disclosure of interest of directors in contracts made by a company.

(*2*) If in such a case a company enters into a contract for the appointment of a Manager in which contract any director of the company is directly or indirectly concerned or interested, or varies any such existing contract, the company shall send an abstract of the terms of such contract or variation, as the case may be, together with a memorandum clearly indicating the nature of the interest of the director in such contract, or in such variation, to every member, and the contract shall be open to the inspection of any member at the registered office of the company.

(3) If a company makes default in complying with the requirements of sub-section (2), it shall be liable to a fine not exceeding one thousand rupees, and every officer of the company who knowingly and wilfully authorises or permits the default, shall be liable to the like penalty.

Contracts by agents of Company in which company is undisclosed principal.

91 B. (1) Every Manager or other Agent of a company other than a private company who enters into a contract for or on behalf of the company in which contract the company is an undisclosed principal shall, at the time of entering into the contract, make a memorandum in writing of the terms of the contract, and specify therein the person with whom it has been made.

(2) Every such Manager or other Agent shall forthwith deliver the memorandum aforesaid to the company, and such memorandum shall be filed in the office of the company and laid before the directors at the next directors' meeting.

(3) If any such Manager or other Agent makes default in complying with the requirements of this section—

(a) the contract shall, at the option of the company, be void as against the company; and

(b) such Agent shall be liable to a fine not exceeding two hundred rupees."

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is to supplement the Indian Companies Act, 1913, in respect of certain matters relating to the internal management of companies. This supplemental legislation was considered desirable by the Select Committee of the latter Bill in view of the system, to a large extent peculiar to India, by which some companies are managed by firms of Managing Agents whose relationship to the companies they manage is different from that of a Director to his company in England. The Select Committee was of opinion that, in view of the intrinsic importance of these provisions and the fact that they had not been formally before the country, they should be circulated before taking their place in the law. The provisions of this Bill are designed to secure

firstly, that every company should have Directors; secondly, that the majority of the Directors of every company shall be independent of the Managing Agents, exception being made in the case of private companies and of companies in which the Managing Agents themselves hold a predominant voting power; thirdly, that interested Directors shall disclose their interest in contracts to the other Directors, and, in the case of contracts appointing Managing Agents, or any variations of such contracts, to the shareholders; fourthly, that in the case of contracts by agents of a company, other than a private company, in which the company is an undisclosed principal, a memorandum in writing of the terms of the contract shall be made and communicated to the company. It is proposed that this Bill should come into operation on the same date as the Indian Companies Act, 1913, namely, on the 1st April, 1914.

W. H. CLARK.

The 25th April 1913.

No. 717 of 1913

CHAMBER OF COMMERCE,
BOMBAY, 15th August 1913.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am desired to acknowledge receipt of your letter No. 5239, dated 5th June 1913, forwarding copies of a Bill to amend the Indian Companies Act, 1913, with the Statement of Objects and Reasons, and to submit herewith the opinions of my Committee on the provisions of the said Bill.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

REPORT OF THE COMMITTEE OF THE BOMBAY CHAMBER OF COMMERCE ON THE BILL TO AMEND THE INDIAN COMPANIES ACT, 1913.

We have considered the Bill to amend the Indian Companies Act, 1913, hereinafter referred to as ("the Act"), and beg to express our views thereon as follows, premising our remarks by repeating the expression contained in our report upon the Indian Companies Bill 1912, that we fully appreciate the extreme importance of a strict regulation of the management of Companies.

We understand from the Statement of Objects and Reasons subjoined to the Bill that the legislation proposed thereby is considered advisable by reason of the peculiar position held in India by the Managing Agents of Companies; and that it is thought that if the Bill becomes law the legislation effected thereby will operate to exercise a restraining influence upon the powers of Managing Agents (1) by placing them under the control and supervision of an independent Director or Directors, and (2) by a more strict regulation of Directors' and Agents' contracts.

Dealing with the Sections of the Bill *seriatim*, as regards Section 83A, we accept the principle of the general desirability of the affairs of Companies being controlled by Directors. In Bombay it is virtually the universal practice for Companies to have Directors and therefore the proposed provision will scarcely affect this Presidency. We, however, desire to point out that it would appear to be at least doubtful whether a Company could be formed in future without a Director or Directors. Under the provisions of Sections 92, 93 and 98 of the Act passed last year, no public Company can allot its shares or commence business unless a prospectus or a statement in lieu of a prospectus is filed with the Registrar. The Act does not state that either of these documents must contain the name of any one as a Director, but (1) a Company cannot allot its shares or commence business without one or other of the documents being filed, and (2) neither document can be filed unless it is signed by the persons named as Directors or proposed Directors, or by their Agents authorised in writing. It seems probable therefore that it will be necessary for a Company formed after the Act comes into force to have at least one Director but we presume that the object of the Legislation is to make the law on the point absolutely clear.

We also wish to point out that the provision as it stands at present might, to some extent, be evaded inasmuch as the law would be complied with by a Company having a single Director only who may also be Manager. In other words an individual who, as a single entity, is more open to temptation than a combination of persons composing a firm, would be permitted to manage a Company alone, whereas if the Company is managed by a firm, the Bill provides that there shall be at least two independent Directors.

In regard to Section 83 B we understand that this Section is consequential on Section 83 A and is intended to meet cases where the Articles of Association of a Company do not provide for the appointment of Directors. We are doubtful, however, as to whether the drafting of this Section is entirely satisfactory.

By Section 18 of the Act a Company limited by shares, registered without Articles or with Articles not excluding the regulations in Table A, is to be governed by Table A ; and Clause 68 of Table A to the Act provides that the number of the Directors and the names of the first Directors shall be determined in *writing* by a majority of the subscribers to the Memorandum of Association, Clause 78 providing for the retirement of the whole of the Directors at the Statutory Meeting and Clause 81 for the appointment of new Directors.

We are unaware of the reasons which have moved the draftsman of this Bill to revert to the provisions of Table A to the English Companies Act of 1862, and we conceive that it should follow the provisions of the law enacted in Table A to the Act, and that the *de facto* Directors should hold office only until the Statutory Meeting. Under the Section as drafted the subscribers to the Memorandum, who are merely "to be deemed to be" Directors, might remain in office for any period until other Directors were appointed at some subsequent general meeting of the Company.

We are not in favour of Section 83 C, because the provisions of the proposed legislation can, in our opinion, be so easily evaded as to render them of no practical value.

In the first place the Section applies only to a firm, not to a limited Company or to an individual. The Section can therefore be evaded by an individual member of a firm being appointed Manager of a

Company, and he can, as previously pointed out, hold the office of sole Director also, or he can appoint his nominees as his co-directors.

Again assuming a firm to be Manager one member of that firm could be a Director under the Articles, but the remaining two Directors, taking the compulsory minimum of three could, and in very many cases would, be relatives, friends or nominees of the firm to whom some of the firm's shares had been transferred for qualification purposes.

With these easy methods of evasion the proviso to the Section becomes meaningless, but upon the wording of that proviso we would draw attention to Section 33 of the Act which provides that no notice of any trust, expressed, implied or constructive, shall be entered on the register of members of a Company, and would point out that, the Register of Members being the only evidence of ownership procurable, it would be a practical impossibility to prove that members of a firm held any definite number of shares otherwise than as beneficial owners if they appeared on the register as the holders thereof.

We appreciate the fact that Section 83 C cannot legitimately be made applicable to the case of a Limited Company acting as Manager of a Company, as there would appear to be no very valid reason for limiting the number of Directors elected from among the members of such Managing Company, which might and very probably would be the parent Company ; and the Section cannot be made applicable to an individual without at the same time being rendered inconsistent with Section 83 A.

The proposed legislation must therefore be directed against firms who, as previously pointed out, are probably less liable to temptation than single individuals, and we are therefore averse to the proposed legislation and consider that the number and personality of the Directors should rest with the shareholders of each Company, the management of the Company being regulated by the members having the controlling interest therein.

We recommend that this Section be omitted.

Section 91 A (1) as drafted proceeds upon the assumption that the Articles of the Company contain an open authority for contracts

between the Directors and the Company, which in practice would be extremely rare, and it then follows the Article given by Palmer in his Company Precedents, but omits the very valuable exceptions provided for in the Precedent.

The law in relation to contracts between a Director and his Company is very clearly defined and the Article as drafted by Palmer is intended for insertion in Company Articles as an empowering, not a restraining Article, with a view to facilitate business. It would, as previously stated, be a very rare occurrence for the Articles of Association of a Company to contain an Article authorising Directors' contracts, without the whole Article being inserted, but legislation upon the proposed lines without latitude to the Company to waive the restrictions of the Section will, in our opinion, tend to hamper the transaction of a Company's business.

We are therefore of opinion that the following proviso, adopted from Palmer's Precedent, which has been followed by the draftsman of the Bill, should be inserted at the end of Sub-Section (1):—

Provided that this prohibition shall not apply to any preliminary Agreements specifically mentioned in the Memorandum or Articles of Association of the Company or to any matters arising thereout or to any contract by or on behalf of the Company to give to the Directors or any of them any security for advances or by way of indemnity, or to a settlement or set-of of cross claims; and it may at any time or times be suspended or relaxed to any extent by a General Meeting. And provided that a general notice that a Director is a member of any specified firm or Company, and is to be regarded as interested in any subsequent transactions with such firm or Company shall be sufficient disclosure under this Section, and, after such general notice, it shall not be necessary to give any special notice relating to any particular transaction with such firm or Company.

Section 91 A (2) as we understand it from the Statement of Objects and Reasons, is not a matter of great interest to Companies registered in Bombay where the general practice is to appoint the Agents of a Company by the Articles of Association, so that it becomes necessary to vary the terms of their appointment by Special Resolution but we would point out that it may be possible to give to the

Section as drafted a very much wider interpretation than as merely relating to contracts or variations of contracts with Managing Agents. The definition of a Manager in the Act is sufficiently wide to include persons other than the Managing Agents of a Company and we are of opinion that the class of contracts aimed at should be more clearly defined.

We are also of opinion that it might usefully be provided that in the case of Companies which have a large number of shareholders notice of the contract or variation may be given by advertisement, either to all the shareholders or to such of them as hold less than a certain number of shares, or, in the alternative, that notice be given to all shareholders either by advertisement or otherwise in writing that a variation in a contract has been made and that the contract as varied shall be open to the inspection of all shareholders at the registered offices of the Company.

We understand that Section 91 B aims at preventing an Agent of a Company from entering into an open contract and subsequently, if the contract proves to be unprofitable, allocating it to the Company he represents or otherwise appropriating it to himself, or in other words, it aims at the prevention of fraud. We are inclined to doubt whether legislation of this character might not more properly find its place in the Indian Penal Code than in the Indian Company Law. If there is in fact no legislation under which an Agent acting fraudulently in the manner suggested could be punished, we would welcome the amendment of the Penal law to include the offence, and we suggest that the question should be considered from this point of view before it is finally decided to incorporate this provision in the Company law.

No. 849 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 2nd October 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I have the honour to represent that the attention of my Committee has been drawn by a member to the clauses, *re* Directors,

in the Bill to amend the Indian Companies Act, 1913. The point raised has been fully discussed, and I am to express a hope that the matter will be placed before the Select Committee for consideration.

2. It is submitted that *quasi*-private Companies, which have a certain proportion of outside shareholders, should have time to consult the entire body of shareholders (many of whom may be in England) for the purpose of ascertaining whether they wish to run the concern for the future as a public or a private Company. As the amending Bill may be modified before it finally becomes law, it is contended that the shareholders cannot be approached at this stage; and it is therefore respectfully requested that the clauses referred to should not be effective until the 1st October 1914, *i.e.*, six months after the Indian Companies Act, 1913, is brought into force.—I have, etc.

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 8463-1.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIMLA, the 9th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 849 of 1913, dated the 2nd October 1913, regarding the Bill to amend the Indian Companies Act, 1913, and to say that it will be submitted for the consideration of the Government of India.—I have, etc.

S. H. SLATER,
Under Secretary to the Government of India.

APPENDIX E-1.

THE PUBLIC SERVICES COMMISSION.

INDIAN AND PROVINCIAL CIVIL SERVICES.

No. 475-P. S. C.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 17th January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the letter of the Joint Secretaries to the Royal Commission on the Public Services in India, dated the 2nd instant, inviting your views on the questions relating to the Indian and Provincial Civil Services, I am directed to request that you will state, when sending your replies, whether, and, if so, in what manner, the scope and objects of your Association bear any direct relation to the subjects under inquiry.

2. I am also to request that you will favour Government with a copy of your replies to the interrogatories and of the forwarding letter, the originals of which are to be sent direct to the Joint Secretaries at Calcutta.—I have, etc.,

J. M. ANTIA,
For Secretary to Government.

2nd January 1913.

FROM

The JOINT SECRETARIES TO THE ROYAL COMMISSION ON THE PUBLIC SERVICES IN INDIA,

To

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am desired by the Chairman of the Royal Commission on the Public Services in India to forward a set of questions relating

to the Indian and Provincial Civil Services, and to ask that you will be good enough to furnish the necessary replies to us at Calcutta on or before the 10th February 1913.

2. We would add that the questions are necessarily wide and general, and that replies need be made only on matters on which the writer deems himself qualified to speak, or desires to express a particular view.—I have, etc.,

M. S. D. BUTLER,
Joint Secretary.

QUESTIONS RELATING TO THE INDIAN AND PROVINCIAL CIVIL SERVICES.

NOTE.—In replies to these questions, it should be clearly specified whether the reply refers to the whole Provincial Civil Service, or to the Executive Branch or to the Judicial Branch.

INDIAN CIVIL SERVICE.

Question 1.—What is your experience of the working of the present system of recruitment by open competitive examination in England for the Indian Civil Service? Do you accept it as generally satisfactory in principle?

Question 2.—In what respects, if any, do you find the present system faulty in detail, and what alterations would you suggest?

Question 3.—Is the system equally suitable for the admission of "Natives of India"* and of other natural-born subjects of His Majesty? If not, what alteration do you recommend?

Question 4.—Do you consider that the combination of the open competitive examination for the Home and Colonial Civil Services with that for the Indian Civil Service is or is not to the advantage of Indian interests? Please give your reasons.

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* The term "Natives of India" has been defined in section 6 of the Government of India Act, 1870 (33 Vict. c. 3), as including any person born and domiciled within the Dominions of His Majesty in India, of parents habitually resident in India, and not established there for temporary purposes only, and the term is so used throughout these questions.

Question 5.—If you do not consider the present system of recruitment by an open competitive examination to be satisfactory in principle, please state what alternative you would propose.

Question 6.—In particular, what would be your opinion regarding a system of simultaneous examinations in India and in England, open in both cases to all natural-born subjects of His Majesty ?

Question 7.—What would be your opinion with regard to filling a fixed proportion of the vacancies in the Indian Civil Service Cadre, by Natives of India, recruited by means of a separate examination in India, or by means of separate examinations in each province or group of provinces in India ? If you favour such a scheme what proportion do you recommend ?

Question 8.—If you do not approve of simultaneous or separate examinations in India, are you in favour of any system under which Natives of India would be selected in India for admission to the Indian Civil Service by means of (*a*) nomination, (*b*) combined nomination and examination, or (*c*) any other method ? If so, describe fully what system you would recommend. In particular, do you consider it desirable that all classes and communities should be represented in the appointments so made ? If so, how would you give effect to this principle ?

Question 9.—If you are in favour of a system for the part recruitment of the Indian Civil Service by Natives of India in India, do you consider that "Natives of India" should still be eligible for appointment in England ?

Question 10.—Would you regard any system of selection in India which you may recommend for young men who are "Natives of India," as being in lieu of, or as supplementary to, the present system of promoting to listed posts officers of the Provincial Civil Service ? If the former, what alteration, if any, would you recommend in the conditions governing the Provincial Civil Service ?

Question 11.—Do you recommend any separate method of recruitment for the Judicial Branch of the Indian Civil Service ? If so, please describe the system which you would propose.

Question 12.—Are you satisfied with the present statutory definition of the term "Natives of India" in section 6 of the Government

of India Act, 1870 (33 Vict. c. 3), as including "any person born and domiciled within the Dominions of His Majesty in India, of parents habitually resident in India, and not established there for temporary purposes only," irrespective of whether such persons are of unmixed Indian descent, or of mixed European and Indian descent, or of unmixed European descent? If not, state fully any proposals that you wish to make in regard to this matter.

Question 13.—If the system of recruitment by open competitive examination in England is retained, state the age limits that you recommend for candidates at such examination, giving your reasons.

Question 14.—What in your opinion is the most suitable age at which junior civilians recruited in England should commence their official duties in India?

Question 15.—What age limits for the open competitive examination in England would best suit candidates who are Natives of India and for what reasons? Do you recommend any differentiation between the age limits for Natives of India and for other natural-born subjects of His Majesty?

Question 16.—What alterations, if any, do you recommend in the authorized syllabus of subjects and marks prescribed for the open competitive examination?

Question 17.—Is any differentiation in the subjects for the open competitive examination in England desirable between candidates who are Natives of India and other candidates? If so, state them and give reasons.

Question 18.—Do you consider it necessary that certain posts should be reserved by Statute for officers recruited to the Indian Civil Service, and, if so, what posts and for what reasons?

Question 19.—Do you consider that a minimum proportion of European subjects of His Majesty should be employed in the higher posts of the Civil Administration? If so, to what proportion of the posts included in the Indian Civil Service cadre do you consider that Natives of India might under present conditions properly be admitted?

Question 20.—Do you accept as generally satisfactory in principle the present system under which Natives of India are recruited for posts in the Indian Civil Service cadre partly through the medium of an open competitive examination in England and partly by special arrangement in India?

Question 21.—Do you consider that the old system of appointment of "Statutory Civilians" under the Statute of 1870 should be revived, and, if so, what method of recruitment would you recommend?

Question 22—If the system of recruiting Military officers in India for posts in the Indian Civil Service cadre has been stopped or has never existed in your province would you advise its re-introduction or introduction, as the case may be, and if the system should be introduced or re-introduced, to what extent, in your opinion, should it be adopted?

Question 23—Do you consider that such a system should be restricted to the recruitment of Military officers, or extended to the recruitment of selected officers from other Indian Services?

Question 24.—What is your opinion of the system by which certain posts, ordinarily held by members of the Indian Civil Service, are declared to be posts (ordinarily termed listed posts) to which members of the Provincial Civil Service can properly be appointed?

Question 25.—Are you satisfied with the present rule which prescribes that Natives of India, other than members of the Provincial Civil Service or Statutory Civilians, may be appointed to one quarter of the listed posts?

Question 26.—Are you satisfied with the system by which most of the inferior listed posts are merged in the Provincial Civil Service?

Question 27.—Is the class of posts listed suitable? If not, in what directions would you suggest any changes, and why?

Question 28.—Please add such remarks as you may desire to offer on any points relating to the system of recruitment for Indian Civil Service posts, which are not covered by your answers to the foregoing questions.

Question 29.—Do you consider that candidates recruited for the Indian Civil Service by open competitive examination should undergo a period of probation before being admitted to the Service?

Question 30.—If so, how long, in your opinion, should this period be, and what course of study should be prescribed for the probationers?

Question 31.—Do you consider that any differentiation is necessary between the course of study for probationers, who are Natives of India, and the course prescribed for other natural-born subjects of His Majesty? If so, please state the special arrangement that you recommend.

Question 32.—Do you consider that the probationers' course of instruction could best be spent in England or in India? Is your answer equally applicable to the case of Natives of India and of other natural-born subjects of His Majesty?

Question 33.—Do you think it desirable to start, at some suitable place in India, a college for the training of probationers of the Indian Civil Service, and possibly of other Indian Services recruited in England?

Question 34.—Do you think it desirable that each Provincial Government should arrange for the training of probationers by suitable courses of instruction for the whole or portions of the first two years of service at some suitable centre?

Question 35.—Are you satisfied with the present arrangement for the training of junior officers of the Indian Civil Service after they have taken up their appointments in India? If not, what change should, in your opinion, be introduced?

Question 36.—Do you consider that there has been any deterioration in the knowledge of the Indian languages possessed by members of the Indian Civil Service? If so, what are the causes? Are you satisfied that European members of the Indian Civil Service attain to an adequate proficiency in the study of the Indian languages; and, if not, how could this best be remedied?

Question 37.—Please give your views as to what steps (if any) are necessary to improve the proficiency in the knowledge of law of members of the Indian Civil Service, distinguishing between recommendations applicable to all officers and to officers selected for the Judicial Branch.

Question 38.—Do you recommend any special course of study in law in India for officers selected for the Judicial Branch?

Question 39.—Do you recommend any special training in subordinate judicial posts in India for officers selected for the Judicial Branch? If so, please give details.

Question 40.—Is any differentiation desirable in a system of training after appointment in India between members of the Indian Civil Service who are Natives of India and other natural-born subjects of His Majesty? If so, please state the special arrangements that you recommend.

Question 41.—If you have recommended the introduction of any scheme of direct recruitment in India for Natives of India, whether in lieu of, or supplementary to, the system of recruitment in England, please state what system of probation and training you recommend for officers so recruited.

Question 42.—Is any differentiation necessary in regard to the probation and training of members of the Indian Civil Service who are Natives of India as between persons of unmixed Indian descent of mixed European and Indian descent, and of unmixed European descent? If so, please state your proposals.

Question 43.—Please add such remarks as you may desire to offer on any points relating to the probation and training of members of the Indian Civil Service which are not covered by your answers to the foregoing questions.

Question 44.—Do you consider that the numbers of officers authorized for the various grades of the Indian Civil Service are satisfactory? If not, please state your views.

Question 45.—Do you consider that the exchange compensation allowance introduced in 1893, eligibility for which depends on nationality or domicile, should be abolished, and, if so, under what conditions? Should such abolition apply to officers already employed or be restricted to future entrants?

Question 46.—If abolition is recommended with compensation in the form of increased salaries, what is your opinion regarding the grant of a similar increase of salary to those members of the Service who now draw no exchange compensation allowance?

Question 47.—Turning now to the case of the Statutory Civilians and officers of the Provincial Civil Services holding listed posts, do

you approve of the arrangement by which they draw salary approximately at the rate of two-thirds of the pay drawn in the same posts by members of the Indian Civil Service? If not, what rates do you suggest for the various grades of the Service?

Question 48.—Have you any proposals to make in regard to the leave rules applicable to members of the Indian Civil Service?

Question 49.—Have you any proposals to make in regard to the leave rules applicable to Statutory Civilians and to members of the Provincial Civil Services holding listed posts? In particular, do you consider that separate sets of rules for such officers and for officers of the Indian Civil Service are desirable?

Question 50.—Please add such other remarks as you may desire to offer on any point relating to the conditions of service, salary, leave and pension in the Indian Civil Service.

PROVINCIAL CIVIL SERVICE.

Question 51.—Please refer to Government of India Resolution No. 1046-1058, dated the 19th August 1900, defining the general conditions which should govern recruitment to the Provincial Civil Service, and reproduced as Appendix A. Are these conditions suitable, or have you any recommendations to make for their alteration?

Question 52.—In particular, are the rules for the recruitment of the Provincial Civil Service in force in your province suitable, or have you any recommendations to make for their alteration?

Question 53.—Do you consider that recruitment for a Provincial Civil Service should ordinarily be restricted to residents of the province to which it belongs?

Question 54.—Are all classes and communities duly represented in your Provincial Civil Service? Do you consider that this is desirable, and what arrangements do you recommend to secure this object?

Question 55.—Are you satisfied with the existing arrangements for the training and probation of officers appointed to the Provincial Civil Service? If not, please state your objections and what other arrangements you recommend.

Question 56.—Do you consider that the numbers of officers authorized for the various grades of your Provincial Civil Service are satisfactory? If not, please state your views.

Question 57.—To what extent are the functions of the officers of the Executive and Judicial Branches of your Provincial Civil Service differentiated? Is any change desirable, and if so, in what direction?

Question 58.—Are you satisfied with the present designation "the Provincial Civil Service?" If not, what would you suggest?

Question 59.—Do you accept as suitable the principle recommended by the Public Service Commission of 1886-1887, and since followed, that the conditions of the Provincial Civil Services as regards salary should be adjusted by a consideration of the terms necessary to secure locally the desired qualifications in the officers appointed? If not, what principle do you recommend?

Question 60.—Are the existing rates of pay and grading in the Provincial Civil Service of your province adequate to secure the desired qualifications in the officers appointed? If not, what alterations do you recommend?

Question 61.—Do you approve of the arrangement by which officers of the Provincial Civil Service holding listed posts draw salary approximately at the rate of two-thirds of the pay drawn in the same posts by members of the Indian Civil Service? If not, what rates do you suggest for the various appointments?

Question 62.—Have you any proposals to make with regard to the leave rules applicable to the Provincial Civil Service? In particular do you regard the existing differences between the leave rules for the European and Indian Services as suitable?

Question 63.—Are you satisfied with the present system of superannuation pensions for officers of the Provincial Civil Service? If not, please say what modifications you would suggest and on what grounds?

Question 64.—Are you satisfied with the existing organization of the Provincial Civil Service? If not, please state what alternative organization you consider desirable, and explain fully your views, making any suggestions that appear to you to be suitable.

Question 65.—Have you any other proposals to make in regard to the Provincial Civil Service not covered by your answers to the above questions? If so please explain them.

APPENDIX A.

Nos. 1046-1058.

GOVERNMENT OF INDIA (HOME DEPARTMENT).

ESTABLISHMENTS.

SIMLA, the 19th August 1910.

RESOLUTION.

The Governor General in Council has had under consideration the recommendation made by the Royal Commission on Decentralization at the end of paragraph 128 of their Report on the subject of framing rules for the recruitment of Provincial Services. The majority of the Commission consider it unnecessary that rules for the recruitment of these services should, as is now the case, require the sanction of the Government of India, and they express the opinion that the functions of that Government should be limited to laying down a few general principles as to eligibility for appointment, etc., on which detailed provincial rules would be based.

2. In the present resolution the Governor General in Council proposes to deal only with the provincial civil services (Executive and Judicial). The case of other Provincial Services will be separately considered.

3. The present system, under which the previous sanction of the Government of India is required to making or altering the rules for the recruitment of the Provincial Civil Services, was introduced in 1892, as the result of the Report of the Public Service Commission. The Governor General in Council has now decided to accept in substance the recommendation of the Decentralization Commission, and is pleased accordingly to invest Local Governments with the power to make rules for the recruitment of the Provincial Civil Services without the previous sanction of the Government of India, but subject to their general control. The general conditions which should govern such recruitment have been already fully considered in

connection with the inquiries made by the Public Service Commission, and the Governor General in Council, upon a further consideration of the subject, sees no reason to modify the conclusions then arrived at. It will, however, be convenient to re-state them in the present connection, as follows:—

I.—The rules must be adapted, on the one hand, to obtain thoroughly efficient candidates, and, on the other, to secure the due representation in the Public Service of the different classes of the community.

II.—Every candidate for appointment by recruitment must furnish satisfactory evidence—

(*a*) that he is not over 25 years of age, except in the case of Barristers, Advocates, or Pleaders appointed to the Judicial Branch; these excepted cases will be governed by Article 51 of the Civil Service Regulations;

(*b*) that he has attained a prescribed preliminary standard of general education to be fixed by Local Governments with reference to local conditions, the object being to secure men qualified by as high a standard of general education as the conditions and requirements of the local administration permit. In particular, qualification in one or more of the vernacular languages of the province in which he is to be employed is to be insisted on. The vernacular standard should be a high one, involving a thorough knowledge of the language and ability to write and read the written character with facility;

(*c*) that he is of sound health, good physique, and active habits; and

(*d*) that he is of good character.

III.—Every person appointed to the Provincial Civil Service by direct recruitment shall be subject to a period of probation or training, during which time his appointment will be probationary only, unless, in special cases, the Local Government declares such probation or training to be unnecessary.

IV.—The subjects of Native Princes in alliance with His Majesty shall be eligible for appointment, provided they are qualified in other respects.

V.—Admission to the Provincial Civil Service should usually be confined to persons who are natives of the province or have definitely settled in it; in the case of candidates who are not natives of the province, recent residence of at least three years in the province should, as a general rule, be an essential condition of admission. No Barrister, Advocate, or Pleader should be appointed as such, unless he has been at least three years actually practising his profession in India and can speak the provincial vernacular.

VI.—Europeans, who are not statutory natives of India, shall be eligible for appointment, if qualified according to the above conditions, with the sanction of the Government of India.

VII.—The Local Government should reserve to itself the right to make promotion to the superior grades of the Provincial Civil Service without regard to seniority, and seniority alone should not give a claim to appointment to the grade of Rs. 500 a month and higher grades.

VIII.—The Government of India retain power in very special cases to make direct appointments to offices in the higher grades of the Provincial Civil Services, and whenever the Government of India exercise this power in the case of Judicial officers, it will be confined to Barristers, Advocates or Pleaders of the High Courts, who have shown distinguished ability in the exercise of their profession for not less than ten years and have a thorough knowledge of the vernacular.

IX.—No member of the Provincial Civil Service shall be dismissed otherwise than on the result of a Judicial or formal departmental inquiry.

4. The Governor General in Council directs that any change made in the rules from time to time should be forthwith communicated to the Government of India in the Home Department, in order

that they may be in a position to exercise effective general control. His Excellency in Council considers it desirable, moreover, that this resolution should be published by the local Governments and Administrations as part of the respective provincial rules.

ORDER.—Ordered that a copy of this resolution be forwarded to the local Governments* and Departments of the Government of India† noted on the margin and to the Honourable the Chief Commissioner of the Central Provinces for information.

* Madras.
Bombay.
Bengal
United Provinces.
Punjab.
Burma.
Eastern Bengal and Assam.

† Foreign.
Revenue and Agriculture.
Public Works.
Commerce and Industry.

A. EARLE,

Offg. Secretary to the Government of India.

No. 121 of 1913.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 20th January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to invite your attention to the marginally noted circular with reference to the Royal Commission on the Public Services in India.

Circular No. 14, dated 11th January 1913, from the Bengal Chamber of Commerce to all members (with accompaniments.)

2. It appears to the Committee to be in every way desirable that the opinion of the European commercial community throughout the country should be clearly expressed to the Royal Commission; and if this opinion were more or less unanimous it would obviously carry great weight. From the replies which have reached them from their members, they gather that Calcutta merchants will strongly support the line taken in the representation, which was submitted by this Chamber to the previous Royal Commission, and which is appended to the circular. I am to enquire if your Chamber is likely to be in accord with this view; and in that event perhaps you will be good enough to state whether you would favour joint, or concerted, action on the part of the various Indian Chambers. The

investigations of the Commission will extend over a protracted period, but the Committee of the Chamber feel that there should be no undue delay in defining the attitude of the European commercial public. They would venture, therefore, to suggest that the question should be considered by your Chamber at the earliest possible opportunity. Should your Chamber not be altogether in agreement with the representation to which I have referred, perhaps you may be able to indicate the points of divergence. Further correspondence and discussion would then, of course, follow; and it ought not to be difficult to ascertain within a reasonable time whether practical unanimity is feasible.

3. The Committee do not propose at this stage to discuss at length any of the issues which are engaging the attention of the Royal Commission. There is, however, one point to which they would like especially to refer. There is, they think, no doubt that during the last quarter of a century Indian education has made a considerable advance. But, so far as regards this side of India, it does not seem that this advance has been accompanied by any great tendency on the part of educated and intelligent men to engage in commerce. On the contrary it is a striking fact that in commercial houses here European supervision is now more extensively needed than it formerly was. Merchants find that without it they are less able than they were say twenty-five years ago to ensure that measure of efficiency, honesty and enterprise which modern business conditions demand. The result is that in Calcutta, the tendency is in the direction of the increased employment of imported Europeans, and of a corresponding diminution in the number of Indians in highly paid mercantile posts. This being the case in commerce there naturally arises the question of whether the modern Indian is really well-equipped for the higher appointments in the public service. It is of course true that educated Indians exhibit a great preference for the public service, and that it attracts the best and most highly qualified among them. But on the other hand the public service is greatly overcrowded, and it is reasonable therefore to conclude that if so many competent, efficient, and well-educated Indians were available for it those crowded out would naturally gravitate into business. But, as I have endeavoured to show, such is not the case in this part of India. Possibly your committee may desire to offer comments and remarks on this aspect of the question.

4. Copies of the circular mentioned in the first paragraph were sent to you on the 13th January, but an additional copy is attached hereto for convenience.—Yours, etc.,

H. M. HAYWOOD,
Secretary.

CIRCULAR No. 14—1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 11th January 1913.

To

(ALL MEMBERS OF THE CHAMBER.)

DEAR SIRS,

The Royal Commission on the Public Services in India.

I am directed to append hereto, for the information of members of the Chamber, a copy of certain questions which have been circulated by the Royal Commission on the Public Services in India.

2. I am to say that the Committee will be glad to receive from members any remarks, or recommendations, which they may desire to offer with reference to any, or all, of the questions. The Committee do not contemplate submitting a series of replies to the Royal Commission. But they feel that it is desirable for the Chamber to address to the Commission a letter containing a considered expression of the views of the mercantile community upon some of the leading features of the enquiry which is now in progress. In taking this course the Chamber would be following the precedent established in 1887, when the last Public Services Commission was pursuing its investigations. For the information of members I am to attach a reprint of the representation that was made on that occasion by the Chamber.

3. The Committee believe that the opinions expressed in the representation are still entertained as strongly by European merchants as they were twenty-five years ago. And if this be so they would recommend that the Chamber's letter to the present Commission should follow very closely the lines of the former representation. They feel that in a matter of such grave importance to all

classes of the community—and by no means least to the European merchant and capitalist—they should be in possession of the views of members generally. They trust therefore that you will favour them with your opinion as to the attitude which should be adopted by the Chamber, and particularly as to whether you agree with the proposal which they now put forward.

4. 'I am to add that, if any members of the Chamber desire to give oral evidence before the Commission, the Committee will be very glad to make the necessary arrangements. It should be noted that oral evidence was given by four prominent members before the Commission of 1886-87; and, in view of the growth of European interests since that time, it is in every way desirable that a still larger number of leading merchants should now give evidence.—Yours, etc.,

H. M. HAYWOOD,
Secretary.

Extract pages 433 to 447 from the Report of the Committee of the Bengal Chamber of Commerce, 1886-87.

THE PUBLIC SERVICE COMMISSION.

TOWARDS the end of February [1887] considerable attention was attracted to the character of the evidence which was being given before the Public Service Commission, of which Sir Charles Turner is President, with the result that a strong representation was submitted to the Chamber and forwarded through the local Government to the members of the Commission, one member of which, Mr. W. B. Hudson, Secretary of the Planters' Association, Mozufferpore, had recorded the following minute:

NOTE.

The result of our enquiries is, that we have accumulated a mass of evidence from Government servants, and those aspiring to be Government servants,—that is, the views of the representatives of a few thousands only of the vast population of this country. But those who have most right to be heard—the governed—are entirely unrepresented.

2. Foreseeing this result, I endeavoured at our first meetings at Lahore to have what I called a *fundamental issue* framed. This was—"Is it desirable that the administration of this country "should be continued on principles founded on Western (*i. e.*, English) "methods of thought, morality, and organization, or should Eastern "(*i. e.*, Indian) be in any measure reverted to?"

3. I wished to put this to persons who, in making our enquiry, I consider, have the first claim on our attention: those who have a stake in the country—zemindars, native bankers, traders, and last, not least, European capitalists or their representatives, and other residents whose money, enterprise, and energy are developing and civilizing the country; and further, if possible, to obtain the real opinions of the poorer classes—the ryot and the artisan—who suffer now where English administration is weakest, and who would suffer most were it further weakened.

4. Speaking as a representative of these classes,—that is, of the governed in contradistinction to the governing classes—I am quite satisfied by an experience gained during a 22 years' residence in the country and in daily contact with all classes of the people, that what they want is, that the ordinary administration of justice should, if possible, be purified and more Anglicised than it is. That if you ask the ordinary zemindar, banker, trader, ryot or artisan who he would have to decide this case or suit—whom he would have a Magistrate or Judge of his district, he will reply—a European gentleman, or a native gentleman who acts on the same principles as a European.

Why? Not because he personally prefers a European, but because he has more confidence in his efficiency, fairness, and freedom from all local prejudice.

5. Believing that these are the sentiments of the people whose opinion would have most weight with Parliament—the ultimate arbiters of the matter at issue—I consider that the main factor that ought to influence their decision has been practically neglected.

6. Under these circumstances, I would propose that the submission of our report be postponed during the hot weather, and that measures be taken to obtain the opinions of the classes I refer to, otherwise our work will be most incomplete and misleading.

7. I hope I shall not be misunderstood. I wish in no way to prejudge the question before us. I joined the commission penetrated with the desirability of making the concession of the Statute 33 Vic. a reality for natives of India. I am still of that opinion, and hope to see them obtain their full share of the administration of this country; but I am alarmed at the unreasonable demands I have heard made, and I consider it absolutely necessary to show that such demands are not supported by the people of the country, but, on the contrary, are made by an interested minority.

W. B. HUDSON.

FROM CHAMBER TO GOVERNMENT OF BENGAL.

CALCUTTA, *8th March 1887.*

The Committee of the Chamber of Commerce desire me to forward herewith copy of a representation dealing with the evidence which has been taken before the Public Service Commission. The document is signed by thirty-four firms of the highest standing embracing all branches of the trade of the province and all the industries in which capital is invested.

The Committee feel the very greatest weight must of necessity attach to the testimony thus given on behalf of the mercantile community. They fully endorse and support the views expressed, and desire to press them upon the attention of Government as well as of the Public Service Commission. They will, feel obliged if you will, at your early convenience, cause a copy of this letter and accompanying representation to be placed in the hands of the members of the Commission.

REPRESENTATION TO CHAMBER.

CALCUTTA, 2nd March 1887.

We, the undersigned members of the Bengal Chamber of Commerce, desire through you to submit to the Committee of the Chamber our views as to some of the points raised before the Public Service Commission.

In common with the bulk of the mercantile community, we at first regarded this Commission as intended to deal with questions requiring special knowledge as to the best methods of examining and selecting candidates for the Civil Service, and not, as intended to consider radical changes in the fundamental principles of the government of this country.

The publication of the evidence taken by the Commission has, however, shown us that proposals calculated to revolutionise the basis of the present administration of India, and to substitute more or less completely a Native for an English administration, are being discussed before the Commission.

We venture to think that the mercantile community represented by the Chamber of Commerce should take an early opportunity of informing the Government and the Commission of their general views on such proposals.

The Chamber of Commerce is the mouthpiece of that community and represents the interests of a foreign trade aggregating £ 64,000,000 per annum, and a coasting trade of nearly £ 10,000,000. This trade has reached its present volume from a total for all India of 18½ millions in 1839 mainly through British enterprise and capital.

In addition, there is an enormous amount of British capital sunk in this country in the tea, silk, indigo and jute industries and in railways, mills and manufactories, and India has in consequence become one of the foremost competitors in the markets of the world.

Native capital is even now but slowly beginning to be applied to these objects, as a sense of the stability of the British Government grows and it is not too much to say that it is to British capital and energy that the immense material progress of India and the expanding revenue during the last two generations are mainly due.

Officials are apt to speak as if these results were actually the product of official administration, and it is no doubt true that a stable and efficient Government, enjoying the confidence of

Europeans and natives—though not the cause of the great progress achieved—was a necessary condition for its creation, and is necessary for its continuance and development.

The moment it is felt that India is to be made a theatre for speculative experiments in Government, the stream of British capital will begin to flow in other and safer directions, and the value of the capital invested in this country will begin to shrink.

The vast interests represented by our community are necessarily enlisted on the side of law and order and the general prosperity of the country, hence the non-official Europeans engaged in commercial enterprises in this country, though relatively few in number, form a very important factor in India.

Our interests as merchants are not in any way hostile to those of the natives of India. The whole history of the Chamber shows that it, with other public bodies, has steadily pressed upon Government questions affecting the welfare of the country which the Native populations were too ill-informed or too weak to contest for themselves.

Our interests, and those of the bulk of the population, are in fact identical. What we want and what they want is a stable and efficient Government. But our interest and theirs are alike opposed to the sacrifice of these essentials to the hopes and contentions of certain classes of aspirants to office.

The administration of India is at present carried on by means of the Uncovenanted Service, which fills all the Subordinate Judicial and Executive posts, and is almost entirely confined to natives, and the Covenanted Service, consisting mainly of Englishmen, with a sprinkling of natives who have gone to England for their education, while still young enough to derive some of the advantages of English training.

There are schemes before the Commission which would, in a short time, flood the Covenanted Service with natives.

The administration of the country would then practically cease to be English or European.

The administrative unit is the district. The District Magistrate is the executive governor of a small province, and the District Judge is the administrator and the controller of the judicial machinery of the district as well as a Court of Appeal.

The schemes before the Commission to which reference has been made would fill these posts largely with natives, leaving no local European supervision.

The mercantile community may almost be said to rival the Government as employers of native labour, and their position forbids the intrusion of any other consideration in the selection of employés than efficiency and economy.

The result of their experience in all sorts of undertakings is that European supervision (costly though it be) is an essential element of success in this country.

We sympathise with the efforts of Government in making inquiries with a view to the further employment of natives in the administration.

We are ourselves in our own undertakings constantly urged by motives of economy to similar enquiries. But sentimental or speculative considerations, such as those which have been urged before the Commission, ought not to be allowed to interfere with efficiency.

Many of the schemes before the Commission lose sight of the fact that there are well recognised classes of natives, especially in Bengal who are naturally and hereditarily fitted for clerical and office work, but who are ordinarily unfit for executive or administrative duties and that these are the very classes to whom the prizes of open, competitive examinations in India must inevitably fall.

The result of the adoption of these schemes would be government of the Europeans, Mahomedans and other strong races, by classes who could never without external assistance either seize or retain the reins of power. Such a Government would be a fantastic creation and not a natural growth. It would neither command the respect or willing acquiescence of the governed nor possess any other element of stability, and would absolutely disappear in time of trouble.

The progress of the administration of justice in India, of which notwithstanding its imperfections, there is reason to be justly proud is beyond question largely due to the supervision and example of European district officials. While recognising the ability shown by natives in the trial of civil cases, we are of opinion that European District Judges cannot, to any appreciable extent, be dispensed with without retrogression.

Proposals which aim at substituting natives for Europeans to any considerable extent in the charge of districts and other important executive posts are, we consider, absolutely subversive not only of efficiency but of the political stability of the British Empire in India.

We should have regarded such schemes as out of the range of practical politics but for the evidence before the Commission.

An Englishman residing in the Mofussil, even though not an official, carries great weight owing to the recognition of his national characteristics, dependent partly on hereditary qualities and partly on the result of English training and education; and it is our experience that even the English-educated natives do not exhibit the same qualities or carry the same weight. The result is that it has not been found practicable to use them for posts where European supervision is necessary.

Our position as merchants and our constant friendly relations with natives preclude there being any antagonistic feeling on our part; but we feel that in allowing such schemes to be discussed the Government are raising hopes in large bodies of aspirants to office which cannot be fulfilled. Any attempt at fulfilling them would be fraught with political danger and produce a general feeling of insecurity and dissatisfaction which would re-act speedily on commercial enterprise.

The proposers of these changes are mainly theorists and would-be Governors, and do not, so far as we can learn, represent the people to be governed.

The wonderful fabric of administration which England has reared in India with the lifelong toil of generations has educed peace and

order, liberty and justice, out of chaos and anarchy, and has proved itself capable of controlling the national and religious antipathies of the congeries of races inhabiting this continent. We believe the secret of its success to lie in the English character of the controlling and supervising power all over the country, and we should regard any attempt at altering its essentially English character with the most serious alarm.

We are convinced that the only reason the evidence before the Commission is so one-sided is that practical men are slow to believe that any scheme which will alter the essentially English character of the administration of the country can ever be seriously contemplated by an English Government.

In conclusion we would ask you to favour us by placing this communication before the Committee of the Chamber without delay and with our special request that they will take the matter up and, speaking on behalf of the whole mercantile community, press upon Government and the Commission the practical views to which alone we have sought to give expression.

We are,

Dear Sir,

Your obedient Servants,

JARDINE, SKINNER & Co., BEGG, DUNLOP & Co., GEO. HENDERSON & Co., MACNEILL & Co., MACKINNON, MACKENZIE & Co., GISBORNE & Co., ANDERSON, WRIGHT & Co., BARRY & Co., J. THOMAS & Co., WILLIAMSON, MAGOR & Co., *p.p.* PLANTERS' STORES & AGENCY Co., Ld., Thos. H. Trotman, *General Manager*, OCTAVIUS STEEL & Co., BALMER LAWRIE & Co., FINLAY, MUIR & Co, SCHOENE, KILBURN & Co., DUNCAN BROTHERS & Co., HOARE, MILLER & Co., *p.p.* EWING & Co., H. Ellis, KELLY & Co., CARRITT & Co., KETTLEWELL BULLEN & Co., WILLIAM MORAN & Co., TURNER MORRISON & Co., WHITNEY BROTHERS & Co., JOHN ELLIOTT & Co., *p.p.* KING HAMILTON & Co., Jas. Mumford, J. MACKILLICAN & Co., BIRD & Co., MACKNIGHT, ANDERSON & Co., GRAHAM & Co., R. STEEL & Co., *p.p.* RALLI BROTHERS, A. P. Ralli., *p.p.* W. VALE KING & Co., W. W Petrie., ERNSTHAUSEN & Co.

The representation had to be circulated somewhat hurriedly by Messrs. Jardine, Skinner & Co., through whom it was forwarded to the Chamber, or it would have been still more numerously signed. In proof of this statement the Committee here append the adhesion to it of Messrs. Gillanders, Arbuthnot & Co.

From—Messrs. GILLANDERS, ARBUTHNOT & Co.,

To—GOVERNMENT OF BENGAL.

CALCUTTA, 19th March 1887.

We have seen in to-day's newspapers the letter addressed to you by the Secretary to the Chamber of Commerce (dated 8th instant) giving cover to a representation (dated 2nd instant), dealing with the evidence taken before the Public Service Commission signed by a large number of firms belonging to the Chamber of Commerce.

We had not the opportunity of signing this representation ourselves, and we therefore trouble you with this communication to say that we cordially sympathise with and endorse the views expressed in the representation. We have the honour to ask that a copy of this letter may also be placed in the hands of the members of the Commission.

The Committee were invited demi-officially to give evidence on such subjects as the Pilot Service, the manning of the Custom House and the Preventive Service, and have to record their cordial thanks to Messrs. James Stevenson and J. L. Mackay, who consented to appear as their representatives. The evidence given by these gentlemen is appended.—

PILOT SERVICE.

Evidence of Mr. James Stevenson.

Attended on behalf of Chamber of Commerce. A member of the firm of Graham & Co., Agents for the Anchor Line of Steamers and otherwise largely interested in the Shipping business of the port. Agents also for the International Marine Insurance Company.

Personal experience of the shipping business of the port ha extended over a period of sixteen years.

Well acquainted with the duties that have to be performed by members of the Pilot Service.

Spent about ten days on board one of the pilot brigs at the Sandheads in the month of October, fourteen years ago.

More recently two or three days on board one of the brigs in the same way.

Have been up and down the river repeatedly and had special facilities for appreciating the character of the navigation.

Have gone down the river specially with steamers of great draught to see the dangerous bars of the Hooghly passed and for the purpose of reporting to the ship-owners.

On one occasion was four whole days in the river between Garden Reach and the Sandheads with a steamer drawing rather under 25 feet. One day for every bar which could only be passed on the top of the tide.

Witnessed the swerving of the steamer while at anchor. No sleep for any one on board for two nights in consequence. And the effect upon the anchors—one broken and the other burnished like steel from having been dragged through the stand.

Have been conscious on other occasions of steamers being within a few inches of the bottom and by passing through the mud in shallow channel by the vibration and peculiar behaviour of the steamer distinctly felt.

Know most of the senior pilots personally.

Have almost daily opportunities of making their acquaintance and judging of their characters.

Have besides frequent opportunities of hearing from the masters of vessels consigned to my firm regarding the private and business characters of the pilots—the exceptional nature of the duties which they have often to perform and the dangers of the Hooghly.

Consider them as a rule a high class men.

Unsurpassed by any Pilot Service in the world, according to the opinions repeatedly expressed to me by ship-masters, who have had experience of other ports.

The Hooghly generally regarded, both by ship-owners and ship-masters as one of—if not the most—dangerous rivers in the world.

Insurance risks are great, and am certain that any tampering with the Pilot Service by the introduction of inferior men would be increasing the risk of accidents, increase insurance rates also.

Know many ship-owners do not insure at present; effect would be to make insurance universal.

Do not consider a high standard of education necessary for a pilot —high literary attainments.

A thorough training as a seaman and experience in handling vessels most essential.

Also a vigorous and robust constitution; then energy, coolness, promptitude, nerve, judgment, resource in sudden emergencies, a high sense of duty and responsibility and moral courage. These are some of the qualities most required in a Hooghly pilot.

The very qualities according to my experience most wanting in the natives of Bengal.

Some of our vessels are manned by native crews.

Chiefly for economy's sake.

These are good obedient men in ordinary weather and give less trouble than the same class of Europeans.

But they are easily prostrated in rough weather; in fact of least use when most required.

Know of no native officer.

Know of vessels owned by natives.

Have been asked by such owners to recommend them European Captains.

Know of no vessels of any size commanded by natives.

Have not met a native seaman that I have considered would make a reliable pilot; and have never known one express a wish to join the service.

Further questioned—

Some of the channels of the Hooghly are very narrow, made all the more difficult by the strong currents and eddies.

Do not remember to have seen the rules published in 1856, or about that time, for the admission of Eurasians to the Pilot Service.

After being shown these rules and asked if I consider them too severe. My experience of Eurasians is this. That they differ so much in stamina and character that I would hesitate to lay down any hard-and-fast rule as to what should form a qualification for their admission to the Pilot Service.

Know of no Eurasian apprentices on board our vessels.

They do not offer themselves as apprentices.

Not sure that they would be accepted even if they offered.

Occasionally they apply for such appointments as stewards.

We employ them as tally clerks and for work of that character.

Honesty, the only qualification required.

Know it had been proposed to establish a training ship here.

Think the idea a good one.

There are boys here who would make good pilots.

CUSTOMS SERVICE.

Evidence of Mr. James Stevenson.

Attended on behalf of Chamber of Commerce. A member of the firm of Graham & Co., largely interested in the trade of the Port.

Have constant dealings with almost all departments of the Custom House.

Consider the Head of the Customs in Calcutta should be a European, because of the class of people he has to receive and the interests he has to deal with and the urgent, miscellaneous and important duties he has to perform ; because also of the large measure of discretion which he is constantly being called upon to exercise under the Customs Act.

Because also of the varied character of his subordinates and the peculiar duties which many of them have to perform.

Of opinion that the Custom House should not be wholly closed upon any day, Sundays excepted.

That is the opinion of the Chamber of Commerce.

The representations which the Chamber has made to Government on the subject have hitherto not been considered practicable or expedient, chiefly on the ground that the religious feelings and social traditions of the Native employees in the Custom House should be respected.

But for this see no objection to the appointment of a native to the post of Assistant Collector.

As it is would favour the employment of such persons only as would make practicable what the Chamber of Commerce considers necessary in the interests of the trade of the port.

Consider the Head of the Preventive Service should be a European.

Regard him as a kind of superior detective officer.

An officer whose constant duty it is to draw the nicest distinctions between what is absolutely necessary for the protection of the Imperial revenues and what amounts to needless obstruction of the trade of the port.

An officer on the constant look-out for irregularities and slackness on the part of his subordinates, calculated to lead to offences against the Customs duties.

Diligence, shrewdness, discrimination and rigidity are some of the qualities most required.

The Department requires a strong man at its head. . . .

The temptation to dishonesty, in the Salt Department for instance, i very great, the duty being equal to some four or five times the value of the article.

Ingenious systems of fraud have been discovered ; the Customs officers and salt buyers have been in collusion.

Disputes often arise between the Preventive Officers and the ship's people which require a European to dispose of.

Consider Europeans and Eurasians best suited for Preventive Officers.

Do not think the pay of Inspectors sufficient inducement for natives with the required acumen and intelligence, because the training is severe and laborious.

Natives with the technical knowledge required for appraisers are obtainable ; but I think such men could find better employment elsewhere.

Pilot Service.

Evidence given by Mr. Jas. L. Mackay before the Public Service Commission, March 1887.

My firm, Messrs. Mackinnon, Mackenzie & Co., are Managing Agents of the British India Steam Navigation Company, Ld., which Company owns eighty steamers with a tonnage of about 180,000 tons. The Company's steamers pay about 250 visits per annum to Calcutta. They are commanded, engineered and officered entirely by Europeans, but the deck, engine-room, and saloon crews are natives. I have never heard of any educated Native following the sea as a profession. Were the Bengal Pilot Service thrown open to natives I question very much whether there would be any application from natives to enter ; but it has yet to be proved that educated native gentlemen, who have gone through the training, either in training vessels at home or at sea and on the brigs at the Sandheads, and in heaving the lead on the Hooghly, and who have passed the necessary examinations pronouncing them qualified to take pilotage charge of

vessels, would not make as efficient pilots as Europeans ; because, so far as my knowledge goes, no native of India, having the education necessary to qualify him to pass the ordinary pilot examinations, has ever yet gone in for a seafaring life. If the Pilot Service was thrown open to natives, and if natives entered it, I think it would be but fair to give the masters of the vessels the option of choosing, whether they would employ native or European pilots, and as probably 95 per cent. of the vessels visiting Calcutta are owned, commanded and officered by Europeans, I think it is highly probable that the native pilots would obtain little or no employment.

We have no Eurasian officers or engineers in our service. At one time we tried Eurasian junior engineers brought up in the workshops in India, but found that they broke down and went sick in any push of work or emergency ; and during the last few years they have all been weeded out, as we find it much better and cheaper to get good young men from home. Even native-owned steamers and ships, with very few exceptions, are commanded, officered and engineered by Europeans, which seems to indicate that even natives themselves are unable to find conntrymen of their own qualified to take responsible positions on boardships.

If the natives are making a grievance of the Bengal Pilot Service being closed to them, I believe the grievance is an imaginary one, as I am of opinion that, if it were thrown open to natives, not one would attempt to enter it.

Custom House and Preventive Service.

Evidence given by Mr. Jas. L. Mackay before the Public Service Commission, March 1887.

I am of opinion that the Collector of Customs in a port such as Calcutta, where the bulk of the business is carried on by Europeans, should be a European.

I am also of opinion that the Superintendent of the Preventive Service should be a European. I think natives are quite as capable of doing the work of appraisers as Europeans. I consider that honesty must be paid for, and that it would be necessary to pay native appraisers nearly as much as Europeans to ensure their honesty.

I see no reason why natives should not render as good service as Preventive Officers as Eurasians do, but I think the Inspectors should be Europeans.

We have a large native staff doing office and outdoor work, but we find it to our advantage to have a European at the head of every department. European supervision, in my opinion, is a great safeguard against fraud and speculation, and it leads to work being carried out more promptly, systematically and thoroughly.

Sir Alexander Wilson and Mr. James Henderson also gave evidence on behalf of the mercantile community, whose thanks are, the Committee consider, due to them for coming forward, at much personal inconvenience, to support the expressed views of that community.

No. 150 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 14th February 1913.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 475, dated 17th ultimo, enclosing a letter from the Joint Secretaries to the Royal Commission on the Public Services in India and a set of questions relating to the Indian and Provincial Civil Services.

2. In compliance with the request contained in the second paragraph of your letter, I am attaching hereto a copy of my Committee's replies to the interrogatories on the Indian Civil Service only, and of their forwarding letter, the originals of which have been sent direct to Calcutta.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 149 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 14th February 1913.

THE JOINT SECRETARIES TO THE

ROYAL COMMISSION ON THE PUBLIC SERVICES IN INDIA,

Calcutta.

GENTLEMEN,—I am directed to acknowledge receipt of your letter, dated 2nd ultimo, together with a set of questions relating to the Indian and Provincial Civil Services, which were forwarded to this Chamber through the General Department of the Bombay Government.

2. In submitting their replies to the questions on the Indian Civil Service, my Committee have instructed me to state that in all their dealings with members of this service, whether on financial, railway, customs or other commercial matters, they have always been impressed by the high state of efficiency and full and sound knowledge of the questions under discussion possessed by the official representatives of Government. They consider it highly necessary that this state of efficiency should be maintained, and in their opinion this can only be accomplished by restricting entrance to those who have had an English education and training.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

BOMBAY CHAMBER OF COMMERCE.

Replies from the Committee of the above Chamber of Commerce to the various questions submitted by the Royal Commission on the Public Services in India :—

Questions 1 & 2.—The system of recruitment by open competitive examination in England is satisfactory on the whole, but there might be advantages in a limited number of selections. A satisfactory system of selection would probably, however, be difficult.

Question 3.—The present system is equally suitable for the admission of natives of India and other natural-born subjects of His Majesty.

Questions 4 & 5—Yes. We do not think that any special advantages would be gained by separating the examination for the Indian Civil Service from the Home and Colonial Civil Services, but after examination some training suitable for India might be advisable (See Answer to question 13.)

Question 6.—We are strongly against simultaneous examinations in India and England, open in both cases to all natural-born subjects of His Majesty. We do not think it is possible to secure the most suitable men for administrative work by competitive examinations in India nor do we think such examinations could be satisfactorily carried on. We believe that such examinations would lead to a large admittance of Natives of India to the Civil Service, and we are altogether against this. We are of opinion that the administration must be mainly British, and that those who enter the service should have had the advantages of an English training and education. Unless the administration is mainly British, capital will not, in our opinion, be attracted to India, and any want of confidence of this character will arrest development. The recent movement in India strengthens our views in this direction, and we believe that any increase in the number of natives of India into the service would make it more unpopular from the English point of view and that the whole service would suffer thereby. The welfare of the people and the best interests of the country would suffer in consequence, and as a commercial body we are strongly of opinion that men of intelligence, character and power of administration with a good English training are needed; and even a greater number than at present, owing to the large increase of educated people in the country. Generally speaking the number of Europeans in the higher posts at present is as low as is safe for general efficiency; and when allowance is made for Indians who pass the open competitive examination and for those who obtain higher posts as members of the Provincial Services, the number at present is as large as would be desirable. and we emphasize this more particularly in view of the political agitation in India in recent years, which would be likely to influence the views of young men who propose to enter the

service through an examination held in this country. We are of opinion, speaking generally, that the natives of this country prefer that Englishmen should be in control, as in administrative work they are free from prejudice as between one section or caste and another, and are able to judge the different questions submitted to them with an open and untrammelled mind. It is hardly possible that this could always or even generally be the case, if men were allowed to enter by examination in this country.

Question 7.—We refer to our answer to No. 6, but would object to separate examinations in each province or group of provinces in India.

Question 8.—Our reply is largely covered by our answer to No. 6. We do not think there is any necessity that all classes and communities in India should be represented in appointments. We believe that any system of this kind would only lead to confusion and misunderstandings. What is wanted undoubtedly is to secure the best men irrespective of caste or creed.

Question 9.—We consider the present system generally satisfactory, and if natives of India desire to enter the service they should do so by appointment in England only. We think it is very important that in admitting natives of India to the Civil Service, no one particular caste or creed should get the upper hand. It is well known among agriculturists and the labouring classes generally that the European Collector has no bias, and it is understood that they frequently ask that their cases should be tried by a European Magistrate.

Question 10.—We do not recommend selection in India.

Question 11.—We do not recommend any separate method of recruitment for the Judicial Branch of the Indian Civil Service. Theoretically a separate method may seem advantageous, but it is probably impossible in practice. If recruitment was separate friction would probably arise between the two branches of the service Further on we recommend that the age for examination should be eighteen to twenty, and we think that, in the two or three years educational course to follow, some legal training should be given.

Questions 12 & 13.—We think that a suitable age for the competitive examination is eighteen to twenty with a two or three years' University course to follow or a training in a special college for the particular work of the I. C. S. In answering Question 11, we suggest a law course during these years and other subjects applicable to this country might also be included. Whether the candidate is finally selected for the I. C. S. should depend on his college report and a final examination as to general fitness and aptitude for the work.

Question 14.—We consider the suitable age 22 to 23, as a man's character at this age is not fully developed, and his training, therefore, is probably an easier matter.

Question 15.—We do not recommend any differentiation.

Question 16.—

Question 17.—We do not think any differentiation is advisable.

Question 18.—We are of opinion that members of the Indian Civil Service should continue to hold the posts that they now do and we do not recommend any increase in the number of "listed posts."

Question 19.—We consider it very necessary that the administration should be distinctly of British character. We do not think it advisable to fix a minimum proportion, as a fixity of this character is always a starting point for agitation for further concession. Certain posts may, on occasion, for exceptional circumstances, be given to natives of India, whose great abilities in many directions we fully recognise. The advice of such men in the Legislative Council is, we submit, of great value and their presence there should be encouraged, but generally speaking we hold that British administration is best for the country as a whole.

Question 20.—

Question 21.—No, certainly not.

Questions 22 & 23.—

Question 24.—The system is probably a good one, provided it does not block promotion in the service proper. We are of opinion, however, that the number of higher posts listed should not be increased.

Questions 25, 26, 27 & 28.—

Questions 29 & 30.—Candidates by open competitive examination should undergo a period of probation. (See our answer to No. 13.)

Question 31.—No.

Question 32.—The probationers' course should be spent in England and be equally applicable to natives of India and other natural-born subjects of His Majesty.

Question 33.—No. Probationers should remain in England till they start practical work, which can then best be done under a Collector and no probationer should be given independent executive powers without such a training under a Collector.

Question 34.—No.

Question 35.—We think that Government should very carefully select the Officers under whom lately joined Civilians are to be trained. (See also our answer to Question 33).

Questions 36, 37, 38 & 39.

Question 40.—No differentiation is advisable.

Questions 41, 42, 43, 44, 45, 46, 47, 48 & 49.—

Question 50 *(a)*—We are inclined to think that the Indian Civil Service is not now as attractive as it was, and this, probably, is due to the pay and prospects and to the general conditions of the service. If the pay is inadequate for present conditions of life in India, it should be revised in order that the best class of men may be attracted to the service. As India is making great strides commercially and in many other ways, the very best men are needed for the service. We are of opinion that it should be made as attractive as possible to Englishmen, and that every step should be taken to promote efficiency. It is possible that in some directions specialisation might be advisable, bearing in mind the many and varied needs of the Country. We consider it highly important that the Indian Civil Service should be composed of men at least as good as those in the Home Civil Service; and it would seem very desirable for the Commission to enquire carefully whether the pay, prospects and pension in the I. C. S. are adequate.

(*b*) The only further point we would suggest for consideration is the desirability or otherwise of introducing a system of compulsory retirement at any time, on pension, of men whose work is unsatisfactory or who are otherwise unsuitable.

No. 155 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 17th February 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

CALCUTTA.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 121, dated 20th ultimo, and its accompaniments in connection with the Royal Commission on the Public Services in India, and to attach hereto for information a copy of my Committee's replies to the various questions submitted to them and of their covering letter.

With reference to the second paragraph of your letter above quoted, wherein you enquire whether this Chamber would favour joint action on the part of the various Chambers of Commerce in India, I am directed to state that my Committee are quite prepared to consider any representation which could clearly set forth on moderate lines the views of the several Indian Chambers; but I am to point out that inasmuch as the conditions obtaining on this side of India differ very materially from those in Calcutta, many of the statements and arguments contained in your correspondence of 1887 would need revision if they are again to be put forward in the form of a joint representation to the present Royal Commission.

The views of your Committee as set forth in the 3rd paragraph of your letter under reply cannot be supported on this side of India, because, again, conditions are totally dissimilar; and while my Committee fully appreciate the force of the arguments regarding the dearth of educated Indians in Calcutta for superior mercantile posts, they submit such arguments are not at all applicable to Bombay, and if put forward in a joint representation to the Royal Commission would not meet with the approval of this Chamber.—I am, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 636-1913.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st April 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to refer to the correspondence, resting with your letter, dated 17th February 1913, on the subject of the investigation which is being undertaken by the Royal Commission on the Public Services in India.

2. After attentively considering the replies which they received from the various Chambers to their letter No. 121, dated 20th January, the Committee came to the conclusion that joint action on the part of the Chambers would not be possible. They decided therefore to submit to the Commission a statement of their views, and they have now instructed me to forward herewith a copy of his representation for your information. They believe that the opinions expressed in it will meet with the approval of your Chamber, and in that event they trust that you may be able to address the Royal Commission in support of it.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

No. 584—1913.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 25th March 1913.

THE JOINT SECRETARIES TO THE ROYAL COMMISSION ON THE PUBLIC SERVICES IN INDIA.

GENTLEMEN,—I am directed by the Committee of the Bengal Chamber of Commerce to refer to the correspondence, resting with my letter No. 187, dated 29th January 1913, on the subject of the investigation which is being made by the Royal Commission.

2. In my letter No. 161, dated 25th January 1913, to your address, I informed you that the Chamber of Commerce did not propose to reply to the printed interrogatories which were published with your circular letter, dated 1st December 1912. I added, however, that the Committee desired to place before the Commission a representation setting forth the views of the European commercial community on certain features of the enquiry. In reply you were good enough to intimate that Lord Islington, the Chairman of the Commission, would be prepared to receive such a representation, which I am accordingly now to submit to you.

3. Before proceeding to deal with the questions at issue, I am to explain, in the fewest possible words, the objects of the Chamber, and the extent of the interests for which it stands. The Bengal Chamber of Commerce was founded in 1834, during the administration of Lord William Bentinck, and it is an Association consisting almost entirely of European merchants, ship-owners, and bankers. Its primary object is defined, in its Memorandum of Association, as being "to promote and to protect the trade, commerce and manufactures of India, and in particular the trade, commerce and manufactures of Calcutta." In the year 1834-35 the foreign import and export trade of Bengal (inclusive of treasure) aggregated Rs. 680 lakhs: in 1911-12 the total was Rs. 14,866 lakhs. The bulk of this trade is now, as it was seventy-nine years ago, in the hands of the merchants, ship-owners, and bankers, who form the Bengal Chamber of Commerce. The enormous increase is an indication of how greatly European interests on this side of India have developed during the intervening years. These interests—which centre in Bengal but extend into almost all the other Provinces as well—have given Calcutta the largest European population of any eastern city. They have also brought into existence large European settlements in the mining districts of Burdwan and Manbhum, in the tea and jute districts of Assam and Bengal, and in the zemindaries of Behar. It is manifest that interests so large and so widely extended cannot be effectively protected except under a strong, stable, well-ordered and efficient Government; and it is therefore the duty of the Chamber, which is their representative organisation, to expres its opinion on any questions which may affect the administration of the country.

4. Certain of the principal matters which are engaging the attention of the Royal Commission vitally affect the administration of the country. And the Chamber consequently wishes to place on record—more succinctly than is possible in replies to interrogatories—a definition of its attitude in respect of these grave issues. There is also a precedent for this course of action on the part of the Chamber. In 1886-87, when the previous Public Service Commission was making its enquiries, the Chamber submitted to it a reasoned expression of European opinion on certain of the proposals which were then under examination. Some of these proposals appear to be almost identical with, or at least very closely allied to, those which are before the present Commission. Now, as then, the most important of them is one for the establishment of a system whereby the competitive examination for the Indian Civil Service would be held simultaneously in England and in this country. It is now, as it was twenty-five years ago, the convinced belief of Europeans of all classes in India that the adoption of a scheme such as this would result, not perhaps immediately but ultimately, in the substitution, for the present administration, of an administration essentially Indian in character and *personnel*. It follows, therefore, that the issue which emerges for consideration by the Chamber is whether the interests for which it stands could be effectively protected and promoted under such a Government as this would be.

5. It may be of course objected that for the Chamber to examine the issue from this standpoint merely indicates that the European merchant takes but a narrow and prejudiced view of grave public questions. It is indeed sometimes asserted that, as a class, the European merchants in India do not concern themselves with politics except to safeguard their own interests. In so far as this is a statement of the fact that a minority is naturally apprehensive of an aggressive majority, no exception can be taken to it. But the real point is surely whether, in protecting his own interests, the European merchant is not also protecting the interests of the people of the country. In other words the question is whether the interests of the European are in any way hostile to those of the Indian. This question was answered by the Chamber in the representation which it made in 1887, and to which I have already alluded. "Our interests" the representation stated, "and those of the bulk of the population are in fact identical. What we want, and what they

want, is a strong and efficient Government. But our interests and theirs are alike opposed to the sacrifice of these essentials to the hopes and contentions of certain classes of aspirants to office." No impartial person can deny the truth of this assertion. Nor can it be gainsaid that the prosperity of the people has advanced as the commerce and industries of the country have developed. It is, for example, indisputable that the development of the jute industry has greatly enriched the peasantry of eastern and northern Bengal, and has also provided lucrative employment for nearly a quarter of a million operatives in the Calcutta mills. A similar plea may be justly made for the tea and coal-mining industries which between them employ upwards of 600,000 persons in the three provinces of Bengal, Bihar and Orissa, and Assam. The European merchant is therefore merely making a plain statement of fact when he claims that the interests of the people of the country are identical with his own.

6. The Indian administration as it is at present constituted is by no means ideal when regarded from a mercantile standpoint. On the contrary, there is in commercial circles a very general feeling that it is lacking in strength, that its methods are dilatory, and that it fails to encourage commercial and industrial enterprise. The merchant believes that for the swift development of the resources of the country a more progressive and more efficient administration is needed. And he naturally enquires if the institution of a simultaneous competitive examination would tend in that direction. The evidence which has been so far recorded does not suggest that it would do anything of the kind. It is indeed a striking fact that none of the witnesses—either Indian or European—seems to hold the view that the more liberal admission of Indians into the public service would be calculated to strengthen the administration and to enhance its efficiency. The utmost that is hoped for is that the Indian administrator of the future may be perhaps as good as the European administrator is at present. This is surely a restricted and an entirely wrong view of the limits to which good government may be reasonably expected to attain. The Committee of the Chamber hold the contrary opinion, for they consider that the most urgently needed of all reforms in India is such a strengthening of the administration as will enable it to deal much more satisfactorily than it deals now with the intensely difficult political, administrative, and commercial problems lying before it.

7. It being admitted that the change is not calculated to afford additional strength to the administration, the next question is whether the administration would or would not be weakened by its adoption. All the local Governments, all the European civil servants, and all the European non-officials, professional and commercial, appear to be unanimously opposed to it on the ground that, in the result, it would tend to weaken the Government, and to destroy what may be termed its British character. This opinion is certainly entertained by the Chamber, as it was when the last Public Service Commission was sitting. Education has undoubtedly advanced during the interval. But merchants and manufacturers on this side of India do not find that the advance has been of such a nature as to enable them to reduce the European supervision in their offices, and factories, and workshops. On the contrary, the tendency is in the direction of the extended employment of imported Europeans, and of a corresponding diminution in the number of Indians holding highly paid mercantile posts. This state of affairs may not prevail throughout the whole country. But it certainly does in Bengal and, the Committee believe, in Madras also, and in most of the other provinces, except perhaps Bombay. The expansion of trade does not explain it, and it is undoubtedly due to the fact that European supervision is found to be essential to success. The natural inference is that the conditions have not so altered during the last twenty-five years as to warrant a different conclusion, in the matter of simultaneous examinations, to that at which the previous Commission arrived. For in commerce there is free and open competition between the European and the Indian; and moreover, the imperative need for economy insistently demands that the cheaper local labour shall be employed, whenever and wherever there is a possibility of employing it without sacrificing efficiency. And if, in these circumstances, the Indian is not forcing his way in commercial life, it is difficult to believe that he can be well-qualified, except of course in rare instances, for the higher ranks of the public service. It seems to the Committee of the Chamber, in this connection, to be a pity that the commercial witnesses, who were examined in Calcutta, were not more closely questioned as to the reason why responsible posts, which were previously held by Bengalis in large business institutions are now, with a few exceptions, being filled by Europeans notwithstanding the additional expense.

8. The experience of the European merchant entirely coincides with that of the local Governments, and the European civil servants who have given evidence before the Commission. In mercantile circles it is found, as according to the authorities mentioned it is found in official circles, that distinctly better results are obtained when administrative affairs are under European supervision than when they are under Indian supervision. It must be accepted therefore either that European opinion, both official and non-official, is hopelessly prejudiced, and thus incapable of forming a right judgment, or that the introduction of a system of simultaneous examinations would ultimately tend to weaken the administration, and to destroy the essentially British character which it now possesses. The first alternative is hard to believe. The record of the English in India may be honestly said to be against it. For the progress which the people of India have so far made has been made on the direct initiative of the English. The system of education which has produced the classes who are now demanding extended recognition is an English system brought to, and established in the country by Englishmen. The first alternative is not therefore admissible, and the Committee of the Chamber are convinced that the view entertained by the local Governments and by the European community, is the sound view. And they are confirmed in this conclusion by an examination of the arguments which are being advanced in support of the change.

9. The previous Commission said in its report (para. 60) that "the arguments usually advanced by those who favour the plan of a competitive examination in India are that the introduction of some such system is necessary to remove obstacles which at present preclude natives of India from competing on terms of equality with British-born subjects of Her Majesty, and that the "interposition of such obstacles is inconsistent with the Statute of 1833, and the Queen's Proclamation of 1858". These arguments are still being brought forward but the reply which the Commission gave to them still holds good, namely, that the provisions of the Statute, and the declarations embodied in the Proclamation, are not affected by the place of examination. Moreover it has also to be borne in mind that neither the Statute nor the Proclamation lays down that Indians must of necessity be admitted, irrespective of qualifications to every class of office in the public service. The Statute provides—

section 87—that "religion, place of birth, descent, colour, or any of them" shall not be a disability. And the Proclamation says that, so far as may be, British subjects of whatever race or creed shall "be freely and impartially admitted to those offices, the duties of which, they may be qualified by their education, ability and integrity, duly to discharge.

10. It is urged however that the Statute and the Proclamation cannot be given full effect to except by the grant of a simultaneous competitive examination, and that until this is conceded the educated classes will feel that they have a grievance against the British Government. The Chamber of Commerce is very clearly of opinion that every reasonable effort should be made to remove the legitimate grievances of the Indian people whether literate or illiterate. But, as its witnesses before the Commission endeavoured to point out, it seems to the commercial public to be a most dangerous experiment to attempt to remove grievances, real or imaginary, at the expense of good administration. Such a policy must and inevitably will tend not to allay, but to intensify, whatever discontent there may be. For when reduced to plain terms, it really amounts to nothing but an attempt to pacify a developing class of the community by the offer of a number of public appointments. It is in the highest degree improbable that those sections of the educated classes who claim a larger share in the administration would be satisfied even if every high appointment were filled by an Indian, not because they are essentially unreasonable, but because the number of them who would still be unsuccessfully seeking employment in the public services would not be diminished. On the contrary, with the development of educational facilities, these unsuccessful candidates for office would be even more numerous than they are at present, with the result that the discontent would be aggravated. The administration of the country would be weakened, and progress would be retarded while the condition of the classes for whose supposed benefit the change had been made would be in no sense ameliorated, and they would be no nearer pacification than they are to-day. The European merchants have every sympathy with the educated classes of the people of India; and they recognise the great difficulties which surround the advancement of these classes. But they cannot believe that the position of any considerable section of the community can ever be sensibly improved merely by their extended employment in the

public service. It is not to such a policy that the educated Indian should look for his advancement. He will find ample scope for all his energies in the commercial and industrial development of the great country which he has unfortunately so long neglected. And until this development has reached a very much more advanced stage than it has reached at present, it cannot be to his advantage, or indeed to the advantage of any class, European or Indian, that the Government should be other than a powerful, efficient, and essentially British administration. Except under the protection of such a Government it seems to be impossible to believe that India can ever be brought into line with the other great nations of the world.

11. It is not the intention of the Chamber to enter in detail into the other objections which have been urged against the system of simultaneous examinations. Most of them were lucidly set forth in the report of the last Commission, and they still hold good. In fact certain recent events, which unfortunately are not isolated or exceptional, would appear to suggest that the difficulty in regard to the maintenance of the secrecy of the papers set in Indian examinations is, if anything, greater now than it formerly was. Nor do the Committee propose to discuss at length the question of whether the present system of recruitment by open competitive examination in England is working satisfactorily. They content themselves merely with confirming the view taken by their witnesses, namely, that in commercial circles it is felt that the men who are now recruited for the Indian Civil Service are not perhaps on the average in all respects quite equal in force of character to their predecessors. To suggest a remedy is of course a matter of very great difficulty, but the opinion is general that something more than a competitive examination is required. Whatever system may be eventually recommended it should be, the Committee of the Chamber think, open to all His Majesty's subjects without restriction or differentiation subject to the proviso that the European element is fully maintained. The test, whatever form it may take, should be held in Britain only; and no scheme for a separate examination in this country should be considered. The future administrators of India should be educated in a British and not an Indian environment.

12. Another question which is engaging the attention of the Commission is that of the proposed separation of the judicial and executive functions which are now exercised by district officers. In expressing their opinion on this question four years ago the Committee of the Chamber remarked:—"In all the communications which they have received from various associations and other organisations, it is clearly and definitely stated that the maintenance of the authority of the district officer, carrying with it the combination of judicial and executive duties, is essential for the welfare and security of the district. The scheme drawn up by the Government of India does not of course omit to safeguard the preservation of the public peace. But, notwithstanding these safeguards mofussil European opinion is decidedly in favour of the continuance of the existing system. The present state of the provinces of Bengal and Eastern Bengal, as indicated by recent occurrences, must also, the Committee think, be considered. That there is just now abundant need for firm, judicious and vigilant executive administration is, they hold, beyond question. And to make at such a juncture a change which a large body of informed opinion certainly regards as prejudicial to the position of the executive officers of Government, might prove to be a distinctly unwise proceeding. The conclusion at which the Committee have, therefore arrived, after prolonged deliberation, is that the safer and better course would be to postpone action until the time is more opportune for the introduction of an alteration in the administration, at which it may be desirable to aim, but which, so far as they have been able to ascertain, is not called for, to what can be deemed an important extent, in the interests of the people of this country." The Committee believe that they are correct in saying that at the present time commercial opinion is more strongly antagonistic to the proposed separation than it was when these words were written. Nothing has occurred during the past four years to justify the view that the authority exercised by district officers can be safely relaxed in any direction.—I have, etc.,

Letter No. 1994, dated 31st December 1908, from the Bengal Chamber of Commerce to the Government of Bengal, Appointment Department.

H. M. HAYWOOD,

Secretary.

No. 310 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 10th April 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to convey the thanks of my Committee for your letter No. 636—1913, dated 1st instant, enclosing a copy of the representation which your Chamber forwarded to the Royal Commission on the Public Services in India.

I am to add that, having already sent in to the Royal Commission their replies to the various questions submitted to them in this connection, my Committee do not propose to take further action in the matter.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX E-2.

THE PUBLIC SERVICES COMMISSION.

IMPERIAL CUSTOMS SERVICE.

ROYAL COMMISSION ON THE PUBLIC SERVICES IN INDIA,
12, QUEEN ANNE'S GATE,
LONDON, S. W., 1st August 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to inform you that the Royal Commission on the Public Services in India would be obliged if the Chamber of Commerce would nominate a representative to appear before them in Bombay with a view to giving evidence in regard to the Imperial Customs Service.

The Commission would be glad in the meantime to have before them a written statement of the views of the Chamber of Commerce

on this Service. It would be convenient if the statement could be drawn up under the following headings so far as they are applicable:—

(1) Methods of recruitment;
(2) System of training and probation;
(3) Conditions of service;
(4) Conditions of salary;
(5) Conditions of leave;
(6) Conditions of pension;
(7) Such limitations as may exist in the employment of non-Europeans, and the working of the existing division of services into Imperial and Provincial;
(8) Relations of the service with the Indian Civil Service, and other services;
(9) Any other points within the terms of reference to the Royal Commission not covered by the preceding heads.

I am to add that the Commission would be obliged if the statement could be forwarded to them as soon as possible, in order that they may have time to consider it before the date proposed for the hearing of your representative's evidence.

A further communication will be made to you as to the date and place of meeting after the Commission arrives in India next October.—I have, etc.,

R. R. SCOTT,
Joint Secretary.

No. 805 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th September 1913.

The JOINT SECRETARIES,
ROYAL COMMISSION ON THE PUBLIC SERVICES IN INDIA,
12, QUEEN ANNE'S GATE,
London, S.W.

GENTLEMEN,—I am desired to acknowledge receipt of your letter, dated 1st ultimo, inviting this Chamber to nominate a representative

to appear before the Royal Commission in Bombay and to submit, in the meantime, a written statement of the Chamber's views regarding the Imperial Customs Service.

This statement has, as requested, been drawn up under the headings you specified and is as follows:—

(1) *Method of Recruitment.*—No remarks to offer.

(2) *System of Training and Probation.*—The present system appears to work satisfactorily and the Committee have no criticisms to put forward.

(3) *Conditions of Service.*—These are believed to be satisfactory As, however, the Imperial Customs Service has only been established six years, it is perhaps too early to judge as regards the prospects of the Assistant Collectors in this service who are recruited from the English Universities.

(4) *Conditions of Salary.*—My Committee are of opinion that in an expensive city like Bombay the minimum salary of Rs. 300 per mensem is too low and they suggest it should be raised to Rs. 400.

(5) & (6) *Conditions of Leave and Pension.*—It is understood that these are the same as for all other uncovenanted servants of the Government, and that being so my Committee have no remarks to offer under this head.

(7) My Committee observe that out of the last eight appointments to Assistant Collectorships, two were secured by Indians. The Chamber, of course, is mainly concerned with the question of efficiency and my Committee believe that, generally speaking, first class European supervision is necessary and advisable. They do not mean by this that if first class men are forthcoming in this country they might not give satisfaction. It is, however, remembered what happened in Bombay before the Imperial Customs Service existed. Owing to the lack of training, and constant changing, of the Indian Civil Service Collectors of that time, little control was exercised, and in the hands of subordinates, although some were well paid men, Customs work was delayed in every direction and the junior staff

was very unsatisfactory. It is felt that the Customs Departments should be worked as a business office, with complete and effective supervision and control, and that the senior officers should be men of ability and power who will not only immediately check abuses but will, in consultation with the commercial community, endeavour in every way to perfect the system.

(8) My Committee do not suggest any change in connection with the present practice of reserving the Collectorships of Bombay, Calcutta and Madras for members of the Indian Civil Service and those of Karachi and Rangoon for Assistant Collectors of the Imperial Customs Service.

(9) My Committee wish to add that they are quite satisfied with the work performed by the Civil Service Collectors in Bombay since the Imperial Customs Service was instituted, a general improvement in the Administration having resulted from continuity of service. It is understood, however, that a suggestion has been made that the Imperialization of the service might go farther and that a Director General of Customs might be desirable and, if this would ensure uniformity of system, rules and decisions at the various ports, it might be a step in the right direction. A delegation of full powers to a Director General would, however, be deprecated because, it is felt, the commercial community should retain their right of appeal to the Government of India; and my Committee would be averse to any change of system which would enable important questions to reach them through channels other than those of the Imperial Government.

(10) A representative of this Chamber will be nominated in due course to appear before the Royal Commission in Bombay.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX F-1.

BILL TO AMEND THE INDIAN TELEGRAPH ACT, 1885.

No. E.-6879 of 1913.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 4th July 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward herewith a copy of a Bill to further amend the Indian Telegraph Act, 1885, together with the Statement of Objects and Reasons ; and to request that Government may be favoured with the opinion of the Bombay Chamber of Commerce on the provisions of the bill, for transmission to the Government of India. Government would be glad to receive a reply by the 1st August 1913, at latest.—I have, etc.,

HENRY M. COUSENS,

Under Secretary to Government.

No. 42.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

SIMLA, the 15th May 1913.

The Governor General has been pleased, under Rule 23 of the Rules for the conduct of the Legislative business of the Council of the Governor General, to order the publication in the *Gazette of India* and in the local Gazettes in English of the following Bill, together with the Statement of Objects and Reasons relating thereto, and the Bill and Statement of Objects and Reasons are accordingly hereby published for general information.

W. H. VINCENT,

Secretary to the Government of India.

A BILL FURTHER TO AMEND THE INDIAN TELEGRAPH ACT, 1885.

Whereas it is expedient further to amend the Indian Telegraph Act, 1885; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Indian Telegraph (Amendment) Act, 191 .

Substitution of new sub-section for section 1 (2), Act XIII, 1885.

2. For sub-section (2) of section 1 of the Indian Telegraph Act, 1885 (hereinafter called the said Act), the following shall be substituted :—

namely :—

"(2) It extends to the whole of British India, including the Sonthal Parganas, British Baluchistan, and the Pargana of Spiti, and it applies also to—

(*a*) all Native Indian subjects of His Majesty in any place without and beyond British India,

(*b*) all other British subjects within the territories of any Native State in India, and,

(*c*) all servants of the King, whether British subjects or not within the territories of any Native State in India."

Amendment of section 3 of the said Act.

3. In clause (1) of section 3 of the said Act for the words "transmitting or making," the words "making, transmitting or receiving" shall be substituted.

Addition of further proviso and sub-section (2) to section 4 of the said Act.

4. Section 4 of the said Act shall be re-numbered section 4 (1) and to the said section the following proviso and sub-section shall be added, namely :—

"Provided further that the Governor General in Council may, by rules made under this Act, permit, subject to such restrictions and conditions as he thinks fit, the establishment, maintenance and working of wireless telegraphs on ships within Indian territorial waters.

"(2) The Governor General in Council may, by notification in the Gazette of India, delegate to the telegraph authority all or any of his powers to grant licenses under the first proviso to sub-section (1). The exercise by the telegraph authority of any power so delegated shall be subject to such restrictions and conditions as the Governor General in Council may, by the notification, think fit to impose."

Power of Governor General in Council to delegate powers to grant licenses.

Insertion of new sections 19A and 19B after section 19 of the said Act.

5. After section 19 of the said Act the following sections shall be inserted, namely :—

"19A. (1) Any person desiring to deal in the legal exercise of a right with any property in such a manner as will cause, or is likely to cause, damage to a telegraph line or post which has been duly placed in accordance with the provisions of this Act, or to interrupt or interfere with telegraphic communication, shall give not less than one month's notice in writing to the telegraph authority of the intended exercise of such right.

Person exercising legal right likely to damage telegraph line or post to give notice.

"(2) If any person having omitted to give the notice required by sub-section (1) deals with any such property in such a manner as is likely to cause damage to any telegraph line or post, or to interrupt or interfere with telegraphic communication, a Magistrate of the first or second class may, on the application of the telegraph authority, direct such person to abstain from dealing with such property in such manner and to take such order with regard to such property as may be in the opinion of the Magistrate necessary to remedy or prevent such damage, interruption or interference.

"19B. The Governor General in Council may, by notification in the Gazette of India, confer upon any licensee under section 4, in respect of the extent of his license and subject to any conditions and restrictions which the Governor General in Council may think fit to impose and to the provisions of this Part, all or any of the powers which the telegraph

Power to confer upon licensee powers of telegraph authority under this Part.

authority possesses under this Part with regard to a telegraph established or maintained by the Government or to be so established or maintained.

"Provided that the notice prescribed in section 19A shall always be given to the telegraph authority."

Substitution of new section for section 20 of the said Act.

6. For section 20 of the said Act the following section shall be substituted, namely :—

Establishing, maintaining or working unlicensed telegraph.

"20. (1) If any person establishes, maintains or works a telegraph within British India without a license granted under section 4 or otherwise than as permitted by rules made under that section, he shall be punished, if the telegraph is a wireless telegraph, with imprisonment which may extend to three years, or with fine or with both, and in any other case, with a fine which may extend to one thousand rupees.

"(2) When any person is convicted of an offence punishable under this section, the Court before which he is convicted may direct that the telegraph in respect of which the offence has been committed, or any part of such telegraph, be forfeited to His Majesty."

Insertion of new section 20A after section 20 of the said Act.

7. After section 20 of the said Act the following section shall be inserted, namely :—

Breach of condition of license.

"20A. If the holder of a license granted under section 4 contravenes any condition contained in his license he shall be punished with fine which may extend to one thousand rupees, and with a further fine which may extend to five hundred rupees for every week during which the breach of the condition continues."

Insertion of new section 25A after section 25 of the said Act.

8. After section 25 of the said Act the following section shall be inserted, namely :—

"25A. If, in any case not provided for by section 25, any person deals with any property and thereby wilfully or negligently damages

any telegraph line or post duly placed on such property in accordance with the provisions of this Act, he shall be liable to pay the telegraph authority such expenses (if any) as may be incurred in making good such damage, and shall also, if the telegraphic communication is thereby interrupted, be punishable with a fine which may extend to one thousand rupees :

Injury or interference with a telegraph line or post.

"Provided that the provisions of this section shall not apply where such damage or interruption is caused by a person dealing with any property in the legal exercise of a right if he has given the notice required by section 19A (1)."

Insertion of new section 29A after section 29 of the said Act.

9. After section 29 of the said Act the following section shall be inserted, namely: —

Penalty.

"29A. If any person without due authority—

(a) makes or issues any document of a nature reasonably calculated to cause it to be believed that the document has been issued by or under the authority of the Director-General of Telegraphs ; or

(b) makes on any document any mark in imitation of, or similar to or purporting to be, any stamp or mark of any Telegraph Office under the Director-General of Telegraphs or a mark of a nature reasonably calculated to cause it to be believed that the document so marked has been issued by, or under the authority of, the Director-General of Telegraphs,

he shall be punished with fine which may extend to fifty rupees."

Amendment of section 34 of the said Act.

10. In section 34 (1) of the said Act after the figures and word "18, sub-section (1)," the words, figures and "letter, and section 19A, sub-section (2)," shall be inserted.

STATEMENT OF OBJECTS AND REASONS.

In consequence of the introduction of radio-telegraphy into India it has become necessary to amend the Indian Telegraph Act,

1885 (XIII of 1885), in order to enable the possession and working of wireless apparatus to be regulated more strictly than is possible under that Act. The opportunity has been taken to make certain other amendments in the Act, which experience has shewn to be desirable. The details of these amendments are explained in the subjoined *Notes on Clauses.*

W. H. CLARK.

The 14th May 1913.

NOTES ON CLAUSES.

Clause 2.—The Act at present extends only to British India and to subjects of His Majesty residing in Native States. Following the analogy of the Indian Post Office Act, 1898 (VI of 1898), section 1 (2) of the Telegraph Act has been amended by this clause so as to extend the operation of the Act to all servants of the King residing in Native States, whether British subjects or not.

Clause 3.—The present definition of "telegraph" in section 3 (*1*) of the Act covers only appliances and apparatus for transmitting or making telegraphic, telephonic or other communications by means of electricity, galvanism or magnetism. It is possible to construct wireless telegraphic apparatus capable merely of *receiving* telegrams and this clause provides for the amendment of the definition of "telegraph" so as to include apparatus for receiving messages.

Clause 4.—The Act, as it stands at present, contains no specific provision for regulating the establishment and working of wireless telegraphs on ships. Under section 1 of the English Wireless Telegraphy Act, 1904 (4 Edw. VII, Chapter 24), wireless telegraphic apparatus cannot be installed or worked on board any British ship in British territorial waters without a license granted by the Postmaster-General. Licenses granted under this section would probably be possessed by all British ships entering Indian territorial waters. There is, however, no power under the English Act to license ships to use wireless telegraphy in territorial waters outside British territorial waters. Moreover, some provision in the Indian

Act is necessary to meet the case of foreign vessels within Indian waters. It is, therefore, proposed to add a second proviso to section 4 of the Act, taking power to control the establishment, maintenance and working of wireless telegraphs on ships within Indian territorial waters.

Under the existing proviso to section 4 of the Act, the power to grant a license for the establishment, maintenance or working of a telegraph is vested solely in the Governor General in Council. Thus, all applications for licenses, even of the most petty nature, have to be submitted to the Government of India. In the majority of cases, the Government of India are not in a position to examine the applications and the reference to them is a mere formality. It is, therefore, desirable to delegate this power to the "telegraph authority," that is, to the Director-General, such delegation being made subject to such restrictions and conditions as the Governor General in Council may think fit to impose. Provision for this delegation of power has been made in the second addition to section 4 proposed in this clause.

Clause 5 (proposed new section 19 A) and clause 8 (proposed new section 25 A).—Under the existing law (sections 13 and 17 of the Act), local authorities or private owners may require the telegraph authority to remove or alter any telegraph post, etc., standing on their properties. There is, however, nothing in the Act to prevent an owner of property from taking, without giving notice to the telegraph authority, such action with the property as may cause or be likely to cause injury to, or interference with, a telegraph line placed upon or near it. A clause has therefore been inserted in the Bill on the lines of section 8 of the English Telegraph Act, 1878 (41 & 42 Vict., Chapter 76), to prevent the execution without due notice of any work likely to be injurious to telegraph lines or posts (proposed new section 19 A). The Bill also provides for the recovery of damages in cases where any works are commenced or carried out without due notice and their execution results in injury to telegraph lines or posts and for the imposition of a fine where telegraphic communication is interrupted by any such work (proposed new section 25 A).

Clause 5 (proposed new section 19 B).—Under sections 10 and 11 of the Act as it now stands, the power to place telegraph lines and

posts upon private property is confined to the telegraph authority, that is, the Director-General of Telegraphs. It is apprehended that this restriction may hinder the legitimate development of telephone enterprise in India, and a clause has therefore been inserted in the Bill to empower the Governor General in Council to extend, by notification in the *Gazette of India*, to any licensee under section 4 any or all of the powers possessed by the telegraph authority under Part III of the Act.

Clause 6.—The importation of wireless telegraphic apparatus into British India, except under a license granted by the Government of India, is prohibited. The necessary apparatus can, however, be manufactured in India, and it would in practice be extremely difficult to ascertain whether such apparatus was being used for reading radio-telegraphic messages transmitted from Government stations. It is, therefore, considered necessary to impose a severer penalty on the establishment and working of wireless telegraphs without a license than is at present provided for by section 20 of the Act. The opportunity has been taken to substitute the penalty of confiscation for the continuing fine now leviable under that section. This follows section 1 (*3*) of the English Wireless Telegraphy Act, 1904 (4 Edw. VII, Chapter 24), and forfeiture seems a more suitable penalty to impose than the existing penalty of a continuing fine.

Clause 7.—The new section 20A introduced by this clause is merely a reproduction of a part of the existing section 20, which it is proposed to revise (see clause 6), and needs no explanation.

Clause 9.—Cases have occurred in which trading firms have distributed advertisements to the public by means of imitation inland telegraph forms and covers with impressions of name and date stamps similar to those used on actual telegrams sent out from Government telegraph offices. The practice causes annoyance to the public, and might be resorted to for fraudulent purposes. It is, therefore, necessary to introduce a new section into the Indian Telegraph Act on the lines of section 64 of the English Post Office Act, 1908 (8 Edw. VII, Chapter 48), prohibiting the imitation of the envelopes, forms and marks of the Telegraph Department.

Clause 10.—The addition made by this clause to section 34 of the Act, confers on the Commissioners of Police in Presidency towns the powers exercisable by Magistrates of the First and Second Class under the proposed new section 19A. This amendment calls for no explanation.

W. H. VINCENT,
Secretary to the Government of India.

No. 703 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 13th August 1913.

The UNDER SECRETARY TO GOVERNMENT,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. E.-6879, dated 4th ultimo, forwarding a copy of a Bill further to amend the Indian Telegraph Act, 1885, together with the Statement of Objects and Reasons, and to submit herewith the opinions of my Committee on the provisions of the said Bill.

2. As regards the proviso to Clause 4, my Committee are of opinion that the rules mentioned therein should be on similar lines to the sections in the English Act which would, it is felt, be beneficially protective if applied to this country.

3. The punishment which can be inflicted under section 20 (1) appears to my Committee to be an exceedingly severe one ; and it is hoped care will be taken fully to protect the rights of persons who may be charged under it.

4. The English Act provides that no proceedings shall be brought under the Act except by an order of the Postmaster General, the Admiralty or the Board of Trade. A provision of this nature would, it is thought, prevent any charge being brought, unless there would appear to be a *prima facie* case against the party in question.

5. It may be that in this country it would not be suitable to make proceedings under the relevant section dependent upon an order passed by similar authorities ; but my Committee suggest that the Bill should contain a provision enabling a person convicted under the section to appeal to the High Court against such conviction.

6. It is observed that the Bill does not provide what Court shall be cognizant to try any charge brought under this section, and it is thought the point should be made quite clear. It is also observed that the Bill does not contain any definition of "Wireless Telegraphy," although the English Act does contain such definition.

7. My Committee do not know whether it could be maintained that the absence of such definition would make it doubtful, whether any electrical apparatus erected or maintained by a person, fell within the meaning of wireless telegraphy or not. But as the framers of the English Act considered such a definition necessary, it is supposed that they thought such a question could arise, the proviso to the definition is referred to particularly; and it is suggested that a definition similar to that contained in Section 1, Sub-Section 7 of the English Act should be included in the Bill now under discussion.

8. My Committee have no further remarks to offer.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX F-2.

STANDARDIZATION OF WEIGHTS AND MEASURES.

No. 7749.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 27th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of the Resolution of the Government of India, Department of Commerce and Industry, No. 8492-8514-4, dated the

10th October 1913, regarding the appointment of a Committee to enquire into the question of the feasibility of securing the use of uniform weights and measures in India.—I have, etc.,

J. M. ANTIA.

For Secretary to Government.

Resolution of the Government of India, Department of Commerce and Industry (Weights and Measures), No. 8492-8514—4, dated the 10th October 1913.

The question of prescribing a uniform system of weights and measures for the whole of India has been under the consideration of Government from time to time since the passing of the Indian Weights and Measures of Capacity Act, 1871 (XXXI of 1871), by Section 8 of which the Governor General in Council is empowered to introduce a system of weights and measures of capacity consistent with the statutory unit prescribed by Section 3. Although the Act has been on the statute book for more than 41 years, no notifications have yet been issued under it, as it was hoped that weights and measures based on the statutory unit would be gradually and generally adopted without further intervention on the part of Government. This hope has not, however, been realised. The Indian Railways and the Government Departments have, it is true, adopted as standards the tola of 180 grains, the seer of 80 tolas and the maund of 40 seers; but no general tendency has manifested itself on the part of Indian commercial circles to follow the lead given them by Government.

2. The whole question was examined very carefully between the years 1890 and 1894 by the Government of India in consultation with Local Governments and Administrations, and the policy since followed has been to prescribe, as necessity arose, standard weights and measures for particular districts or groups of districts, similar to those adopted by the Indian Railways and the Government Departments. Some of the Local Governments have taken action in this direction, but the general state of affairs is at present far from satisfactory; for the systems of weights and measures in use vary considerably, not only in different Provinces, but also in different areas of the same Province. The Government of India are fully alive to the difficulties

which beset attempts to impose a uniform system of weights and measures for adoption throughout British India. At the same time they are satisfied that the existing lack of uniformity is seriously prejudicial to trade, and they have reason to believe that the development of railway communications and commerce in this country, the formation of Chambers of Commerce and the advance of Municipal and trade organizations have gone far to remove objections formerly felt to the introduction of a single uniform system.

3. The Government of India have, therefore, decided to re-open the question of the feasibility of securing the use of uniform weights and measures in India, and to appoint a Committee to enquire into the whole subject. The Committee will assemble at Bombay on the 10th of November 1913, and will proceed to such places as it may consider desirable to visit in order to obtain the opinion of the Chambers of Commerce and leading merchants and others. The Government of India trust that Local Governments and Administrations will afford the Committee all the assistance which it may require, and will comply with any request for information and advice which may be addressed to them by it. The Committee will submit its report in six months and the report will then be referred to Local Governments and Administrations for consideration before action is taken upon it.

The Committee will consist of—

President.

The Hon'ble Mr. S. R. Arthur, I. C. S., Commissioner, Central Division, Poona.

Members.

Mr. C. A. Silberrad, I. C. S., Magistrate and Collector, United Provinces.

Mr. A. Y. G. Campbell, C. I. E., I. C. S., Acting President, Corporation of Madras.

Mr. Rustom Faridoonji, U. C. S., Commissioner of Excise, Central Provinces.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations, to the Home, Finance and Education Departments and the Department of Revenue and Agriculture, and to the President and Members of the Committee.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India* for general information.

No. 13.

WEIGHTS AND MEASURES COMMITTEE, SECRETARIAT,

BOMBAY, 15th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR.—I have the honour to enclose 6 sets of questions relating to Weights and Measures drafted by the Committee that is considering that subject and to ask the favour of replies thereto from the Chamber of Commerce.

2. If the Chamber has already drafted a note on the subject I would only ask that points in the questions not already considered be dealt with.

3. I would further be glad to receive suggestions as to any other points not already included in the questions regarding which the Committee might usefully inquire.

4. The favour of a reply not later than November 24th is requested.

5. The Committee will sit in Bombay on November 26-29th inclusive, when it will examine orally any witnesses who desire to be so examined, and such witnesses as it desires further information from after seeing their replies who may be able to attend. I would therefore ask you to let me know whether your Chamber desires that a representative be examined orally.—I have, etc.,

C. A. SILBERRAD,

For President.

Answers to be addressed to the President, Weights and Measures Committee, the Secretariat, Bombay.

N. B.—(1) Please state your name, caste, address, profession, occupation or appointment, and if representative of a body the name and address of the body represented.

(2) Please reply to each question on a separate sheet of paper.

(3) In answering the questions, please give, if practicable, the equivalents of the Indian weights and measures to which you refer in terms of any of those mentioned in the following tables:—

Weights.

180 grains	is equal to	1	tola.
80 tolas	„	1	seer.
40 seers	„	1	maund.

(*Note.*—One rupee weighs one tola.)

Lineal measures.

12 inches	is equal to...	1	foot.
3 feet	„	1	yard.
100 Links=	22 yards is equal to	1	chain.
220 yards	is equal to	1	furlong.
8 furlongs	„	1	mile.

Area.

Any of the above lineal measures squared, or
10 square chains (4,840 square yards) is equal to ... 1 acre.

Cubical capacity.

The approximate weight of water contained by the measure when full expressed in terms of any of the above weights.

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1. What weights are in most general use in the neighbourhood with which you are acquainted?

2. What other weights are in use?

3. (*a*) Are different systems of weights (whether called by the same or different names) used in dealing with different commodities? (*e. g.*, the maund for weighing firewood is in some places very different from that for weighing grain). Give full details of these weights and the commodities for which each is used.

(*b*) What are the reasons for their variations?

(*c*) What objection would there be to the adoption of a standard weight in these transactions?

4. Are different weights of the same name ever used in the same town or track when purchasing and when selling the same articles? Give examples.

5. What measures of capacity are in use in the neighbourhood with which you are acquainted? Are they used heaped or struck?

6. How are the measures defined? If as containing some particular weight of some particular article, state weight and article.

7. What commodities are dealt with by these measures and under what circumstances, *e. g.*, are they only used in measuring out grain for sowing; or only by cultivators when selling their produce; or by villagers in making payments to village servants for customary services, etc.

8. Are different measures of the same name ever used in the same town or tract for buying and for selling the same article? Give examples.

9. Are the same commodities ever sold at the same place both by weight and by measure? Do you consider that this should be prohibited? If so, why?

10. Under Section 3 of the Indian Weights and Measures of Capacity Act, 1871 (Act XXXI of 1871), the unit of weight is called a seer, but a seer is also a measure of capacity in many places.

(*a*) Does any confusion arise owing to the use of the same term to denote both a weight and a measure of capacity?

(*b*) Do you consider it preferable to confine the use of a term to designate either a weight or a measure of capacity but not both?

11. What measures of length are in use in the neighbourhood with which you are acquainted ?

12. Are special measures of length used in dealing with special commodities ? If so, give full details.

13. What measures of area are in use in the neighbourhood with which you are acquainted ?

14. Does the measure of area of land ever vary according to the crop sown ? If so, give full details.

15. Suggestions have been put forward that the United Kingdom should adopt the metrical system or some other uniform system of weights and measures based on the decimal or duodecimal system of notation.

(*a*) Do you consider it desirable that the introduction of a uniform system of weights and measures should be postponed until such a system is adopted and enforced in the United Kingdom and that the same system should then be introduced and enforced in India ; or

(*b*) are you in favour of a uniform system of weights and measures being prescribed for all India ; or

(*c*) do you consider that no attempt should be made to enforce the use of a uniform system of weights and measures in India ? Please give full reasons for your opinion.

N. B.—Even though you are not in favour of a uniform system being prescribed, your replies to the following questions are requested on the assumption that a uniform system of weights and measures will be introduced.

16. Do you consider that weights and measures in force in other countries should be taken into consideration in determining the uniform system to be adopted for India ?

17. There are two chief systems in use in the civilised world. The British is in use in the British territories and United States of America and the Metric system is used in most other countries except Russia. If a uniform system of weights and measures is to be introduced at once throughout India should a system connected

with either the British or the Metric system be adopted for India? If so, what system do you suggest? Please give full reasons for your suggestion.

18. If, however, you consider that a separate uniform system of weights and measures should be prescribed for India what would you suggest?

19. (*a*) Would it be advisable to prescribe in addition to the universal system for all India and Burma local standards corresponding as nearly as possible to some weight or measure in general use over some considerable area? (*e. g.*, as the viss of 140 tolas for Burma). Name any such local standard you would consider it advisable to prescribe, giving reasons for your recommendations and the area over which such local standard should be permitted.

(*b*) Should this be done temporarily or permanently?

20. What measures should be adopted to introduce and enforce the use of an authorized uniform system of weights and measures throughout India? The following suggestions have been made; please criticise and add to them:—

(*a*) The authorized weights and measures should be adopted in all transactions by Government, Railways and bodies controlled by Government.

(*b*) Specimens of the authorized weights and measures in general use should be supplied by Government to all Revenue offices in districts, all police stations, all village headmen and all recognized elementary schools.

(*c*) Tables of the authorized weights and measures should be published as standing matter in the District Gazettes (village sheet) in the Vernaculars as well as in English; copies of the tables should also be kept by the village headmen.

(*d*) The use of the authorized weights and measures should be taught in all recognized elementary schools and the use of no other weights and measures should be taught in such schools.

(*e*) The Government should stamp only authorized weights and measures.

(*f*) The Government should provide due facilities for stamping and verifying authorized weights and measures throughout the country. No fee should be charged for stamping authorized weights and measures for a certain period.

(*g*) The Government should replace free of cost by corresponding authorized weights and measures any weights and measures no longer authorized but stamped by Government before a certain date and still in good order.

(*h*) The Government should alter or make grants for the necessary alterations of weighing machines which are in British India at a certain date and in good order and in use or for sale.

(*i*) Only stamped authorized weights and measures should be used after a certain date in markets under the control of Government or any local authority.

(*j*) The import, manufacture and sale of other weights and measures should be declared illegal.

(*k*) No import duties should be levied for a certain period on authorised weights and measures and weighing machines for weighing authorized weights only.

(*l*) The Government should sell at cost price authorised weights and measures.

Note.—This might discourage private trade in weights and measures.

(*m*) The Government should sell at Revenue offices at reasonable prices (so as to allow a profit to private trade) authorized weights and measures and simple weighing machines adapted for the authorized weights.

(*n*) After a certain date documents should be drawn up only in terms of the authorized weights and measures and civil courts should not recognize any other weights and measures in documents excuted after the prescribed date.

(An exception should be made in favour of documents relating to external trade with countries in which the authorized weights and measures are not recognised).

(*c*) The use of any weights and measures except those authorized should be illegal throughout India after a certain date.

Note.—Your views are invited as to the length of the periods mentioned above, if the proposed measures are adopted.

21. What penalties should be prescribed for failure to adopt the prescribed system? What is your opinion on the suitability or otherwise of the following:—

(*a*) Destruction (without confiscation) of unauthorized measures found in use contrary to law.

(*b*) Confiscation of unauthorized weights and measures found in use contrary to law.

(*c*) A fine on conviction before a Magistrate of using a non-standard weight or measure contrary to law.

22. What authority should be employed to detect cases of unauthorized weights and measures? What are your views (with reasons) on the advisability and practicability of employing for this purpose—

(*a*) The police.

(*b*) The Revenue staff.

(*c*) In municipalites and towns, the Municipal or Town staff.

(*d*) Some other agency either paid or unpaid as, *e.g.*, village headmen.

23. In your opinion how would the introduction of a uniform system affect (*a*) large traders, (*b*) small traders, (*c*) others generally, especially agriculturists and the poorer classes.

24. The Committee has been appointed to inquire into the whole question of the feasibility of securing the use of uniform weights and measures in India. Have you any further suggestions to make to the Committee?

No. 1050 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 24th November 1913.

The PRESIDENT, WEIGHTS AND MEASURES COMMITTEE, SECRETARIAT, Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 13, dated 15th inst., enclosing six sets of questions relating to weights and measures and requesting replies thereto.

2. At the outset I am to explain that my Committee have found it impossible, in the very short time at their disposal, to consult the general body of members and they can therefore only deal with the matter very briefly. In the districts in which members of this Chamber are trading there are great variations in weights and being unable at the moment to submit any details in this connection, it is hoped that full particulars are already in the hands of your Committee.

3. My Committee feel that uniformity in weights and measures is a matter that will require years to bring about and they would deprecate compulsion with fines, confiscations, police control or anything of the kind. In their opinion what is needed is persuasion, the co-operation of Public Bodies, Municipalities and so forth. If, however, a basis of uniformity can be found, suited to the whole of India, so much the better, and to some extent this is, perhaps, possible for in lineal measures the inch, foot and yard are well understood; in weights in the districts, the tola, seer and maund, and at the Port and generally in connection with foreign trade, the lb., cwt. and ton.

4. I am to submit the following replies to the various specific questions with which my Committee have been able to deal:—

10. (*a*) My Committee are not aware of any confusion arising from the use of the same term to denote both a weight and a measure of capacity.

(*b*) On the point as to whether it is preferable to confine the use of a term to designate either a weight or a measure of capacity but not both, my Committee are divided.

11. As already stated, my Committee are of opinion that inches and yards are well understood, as the whole trade in piece-goods, which penetrates into all districts, is done on this basis.

15. (*a*) My Committee do not see any necessity to delay the introduction of a uniform system of weights and measures in this country until such a system has been adopted and enforced in the United Kingdom.

(*b*) Subject to their remarks in paragraph 3, my Committee are in favour of uniform system of weights and measures being prescribed for all India.

(*c*) My Committee are of opinion that some attempt might be made to enforce the use of a uniform system but that it should not be of a penal character.

16. My Committee are of opinion that as the rest of the world is not uniform in this matter, and may never be, India should arrange her own system of weights and measures independently of other countries.

17. As the British inch, foot and yard are well understood in this country, and as the bulk of the import trade in manufactured articles is with Great Britain, it would, in the opinion of my Committee, only disorganise trade if any attempt were made to introduce the metric system into India.

19. My Committee incline to the opinion that it may and probably will be necessary to prescribe local standards temporarily, or, possibly, even permanently.

20. (*a*) Generally speaking my Committee are of opinion that the authorized weights and measures should be adopted in all transactions by Government, Railway administrations and bodies controlled by Government.

(*b*) & (*c*) My Committee approve of (b) and (c) and as regards.

(*d*) They are of opinion that the authorized weights and measures should be taught in all recognised elementary schools, but they doubt if it would be wise to ignore altogether the local weights in the different districts.

(*e*)—(*m*) My Committee are of opinion that Government should proceed very cautiously in these matters.

(*n*) & (*o*) My Committee feel that the measures suggested in these clauses are not advisable at present.

23. My Committee are of opinion that the introduction of a uniform system would simplify the operations of large traders and that the small traders would soon get accustomed to it. But those who do not trade, and especially agriculturists and the poorer classes generally would probably be much inconvenienced and, for a time would suffer losses.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX F-3.

RULES UNDER THE PROVIDENT INSURANCE SOCIETIES ACT.

No. 9022-A of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 22nd October 1913.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of your Chamber, a copy of the draft Notification relating to the rules under Section 24 of the Provident Insurance Societies Act V of 1912.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

No. 9022.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 3rd October 1913.

The following draft of a notification which it is proposed to issue under the Provident Insurance Societies Act, 1912 (V of 1912), is published as required by Section 24, Sub-section (3), of the said Act, for the information of persons likely to be affected there by; and notice is given that the draft will be taken into consideration by the Governor in Council on or after the first day of January 1914.

2. Any objection or suggestion which may be sent to the Chief Secretary to Government, Revenue Department, by any person with respect to the draft before the date aforesaid will be considered by the Governor in Council.

Draft Notification.

In exercise of the powers conferred by section 24 of the Provident Insurance Societies Act, 1912 (V of 1912), the Governor in Council is pleased to make the following rules to carry out the purposes of the Act:—

RULES UNDER SECTION 24 OF THE PROVIDENT INSURANCE SOCIETIES ACT, 1912.

Short title.

1. These rules may be called the Bombay Provident Insurance Societies Rules, 1913.

Definitions.

2. In these rules, unless there is anything repugnant in the subject or context—

(*a*) "The Act" means the "Provident Insurance Societies Act, 1912;

(*b*) "Society" means a Provident Insurance Society to which the Act applies;

(*c*) "Provident Insurance business" means any class of business to which the Act applies;

(*d*) "Dividing society business" means p ovident insurance business under which the amount payable on the policy money becoming due is not fixed but depends either partly or wholly on the results of the division of any portion of the premium, income or funds amongst the policies which have become due for payment in proportion to the premiums received under each class in any specified period;

(*e*) "Bond Investment business" means the issue of bonds or policies by which the Society in return for premiums or subscriptions payable at periodical intervals of one year or less, contract to pay the legal holder of the bond or policy a sum at a future date, either with or without the other specified benefits, such as the right to share in the profits of the society or to an advance for certain specified objects, and not being Life Assurance business;

(*f*) "Ordinary Life Assurance business" means life assurance business transacted on similar lines to those adopted by ordinary life assurance companies, namely, by granting annuities on human life, or by assuring a fixed sum payable at death, or survivance or on the happening of any contingency dependent on human life in return for a premium which is fixed at the outset for each age at entry. This shall not exclude the case of sums assured and premiums which vary as the result of bonus ascertained by an actuarial valuation conducted in the manner provided for in Schedule IV of the Indian Life Assurance Companies Act, 1912.

Contingencies prescribed under the Act.

3. Subject to the limits prescribed in Section 3 of the Act, the provisions of the Act shall, in addition to the contingencies of birth, marriage and death, prescribed in Section 2 (8) of the Act extend to the receipt of premiums or contributions for insuring money to be paid on the happening of any of the following contingencies, or of any other uncertain event coupled therewith, and shall apply to any society receiving such premium or contributions, namely—

the payment of sums on a person or persons surviving a given term, age or contingency, and the contingencies arising

under any other Life Assurance business which is not subject to the provisions of the Indian Life Assurance Companies Act, 1912;

Bond Investment business ;

failure of issue;

provision for the expenses of any ceremonial occasion, such as betrothal, circumcision, thread ceremonies, shaving of the head, etc., which is generally observed among the different communities in India ;

unemployment or retirement from business ;

sickness ; and

accident.

Registration fees.

4. The following fees shall be payable to the Registrar in cash or by postal money-order for matters transacted under the Act :—

(1) Registration of a society (Section 6 of the Act), Rs. 100 : provided that a society which has been already registered under the Indian Companies Act shall be exempt from payment of any fee for registration under this Act.

(2) Registration of amendment of a rule (Section 8 of the Act) Rs. 5 : provided that no more than a single fee of Rs. 5 shall be leviable for the amendment of more than one rule when such amendment is intimated to the Registrar in the same communication.

Name.

5. (1) No society subject to the Act, other than a society registered under the Indian Companies Act before the date of these rules, may register hereafter with a name in which the words "life assurance" or "life insurance" occur, or having a name either the same as that of any existing society or other company or so nearly resembling it as to be likely to lead to confusion.

(2) The name of every society, which is required by Section 12 of the Act to be displayed in a conspicuous position in legible letters on the outside of the office of the society, shall be displayed in English and in the vernacular of the district in which the office is situated : provided that in the case of offices of societies in the town of Bombay it will be sufficient if the name of the society is displayed in English alone.

Matters to be provided for by the rules.

6. In accordance with the provisions of Section 5 of the Act, every society,

(1) if already existing, shall provide, within six months from the date of these rules, for such of the matters mentioned in the attached schedule as are not already provided for in their rules ; always subject to the condition that the terms of the then existing contracts shall not be altered to the detriment of the policy-holders.

If in any case it is made to appear to the Registrar that the circumstances are such that a longer period than six months should be allowed, he may extend that period by such time as he may think fit.

(2) if not existing shall provide in their rules before registration under the Act, for the matters mentioned in the said Schedule.

A copy in English of the rules of the society and of the Schedule duly completed as above, shall, within fifteen days from the date of the adoption of the rules, be sent to the Registrar. Blank forms of the Schedule may be obtained from the Registrar and should be used on each occasion when particulars are being submitted in compliance with this rule. The copy of the rules or amended rules of a society required to be forwarded in compliance with this rule and Sections 6 and 8 of the Act shall not be accepted for registration, unless it is certified to be a correct copy and is signed by the Chairman or Managing Director as well as by the Manager or one of the other responsible officers of the society.

Qualifications of Actuaries under the Act.

7. (1) Any person who, as an Actuary investigates the financial condition of a society or signs valuation returns of a society shall be either—

(1) a Fellow of the Institute of Actuaries, London, or a Fellow of the Faculty of Actuaries in Scotland ; or

(2) where application is made by a society or by the Registrar and where, in the opinion of the Governor in Council, special circumstances exist—

(*a*) an Associate of such Institute of Actuaries or of such Faculty of Actuaries ; or

(*b*) such other person having actuarial knowledge as the Governor in Council may authorize to be employed to perform the duties of an Actuary.

(2) Every application by a society for permission to employ as an Actuary any person other than a Fellow of the Institute or Faculty of Actuaries shall state the work for the performance of which such person is required, and the Governor in Council, if he grants the application, shall cause a certificate to be issued to the society permitting, subject to such conditions and restrictions as he thinks fit, the employment of the person mentioned in the application.

Accuracy of particulars.

8. An Actuary, when investigating the financial condition of a society, shall either satisfy himself as to the accuracy of the particulars extracted from the books or require a certificate of their accuracy from the Manager and one other responsible officer of the society.

Particulars to be given in the report of Actuary.

9. An Actuary, when investigating the financial condition of a society, shall comply with the requirements of the forms set forth in the Fourth and Fifth Schedules of the Indian Life Assurance Companies Act, 1912, or as near thereto as circumstances will permit, and in addition he shall report—

(*a*) whether the calculations are correct and made on the principles which are contained in the statement required

by the Fourth Schedule to the Indian Life Assurance Companies Act, 1912 ;

(*b*) whether these principles have his approval ;

(*c*) whether he has obtained all the information and explanations that he has required ;

(*d*) what adjustment was used in the valuation to allow for unequal incidence of the premium income, and for premiums payable more often than once a year ;

(*e*) the method by which both the ages at entry and the ages at valuation were arrived at ;

(*f*) the rate at each age of the mortality assumed and of the annuity values used in the valuation where the tables employed are not published ;

(*g*) whether all negative values were eliminated from the valuation ; and

(*h*) the reserve values held against policies effected at ages 20, 30, 40 and 50 and which have been in force for 1, 2, 3, 4, 5, 10, 15 and 20 years, respectively, in respect of—

(i) Whole Life Assurances with premiums payable throughout life ;

(ii) Whole Life Assurances with premiums payable for 20 years;

(iii) Endowment Assurances payable at age 60 or previous death.

Further particulars in case of Insolvent Society.

10. In the event of the Actuary finding that the financial condition of the Society is such, in his opinion, that no payment should be made either of bonus to policy-holders or of dividends to members, he shall state whether or not he finds the society to be solvent. If he finds it to be insolvent—

(*a*) he shall state whether he considers that the society could be made solvent as regards existing contracts by the

transfer of its subscribed capital (whether paid or unpaid) to make good the deficiency in the funds. If so, he shall state what in his opinion, is the amount so required, and whether or not any alteration would require to be made in the rates of premium for future entrants ;

(*b*) if he considers that the society cannot be made solvent as regards existing contracts by the transfer of the whole of the subscribed capital to the credit of the Funds in deficit, he shall state what proportion of the sum assured the society would, in his opinion, be able to meet under such contracts, if all the premiums thereunder were reduced proportionately with the sum assured, and all subscribed capital were fully paid up and transferred to such Funds.

Power of Registrar to postpone order under Section 18.

11. The Registrar, before cancelling the registry of a society under section 18 of the Act may.—

(*a*) suspend further proceedings for such time as he thinks fit, to enable the unpaid subscribed capital, or a sufficient part thereof, to be called up for the purpose of making good deficiencies in the funds ;

(*b*) consent to the society reducing the amount of its contracts upon such terms and subject to such conditions as he thinks just as a means towards winding up.

Liquidation of Societies registered under Indian Companies Act.

12. The Registrar shall not appoint a liquidator under Section 19 of the Act in the case of a society subject to the law for the time being in force in British India relating to the registration of companies.

Liquidator may reduce contracts.

13. When a liquidator has been appointed in terms of section 19 of the Act he may, if he thinks fit, reduce the amount of each of the contracts of the society upon such terms and subject to such conditions as he may think just, as a means towards winding up. If the contracts are not to be reduced in amount as here provided, the liquidator shall

ascertain the value of the liability of the society to each person appearing by the books of the society to be entitled to or interested in policies granted by such society. He shall give written notice to such person of the value so ascertained.

Audit of societies not registered under the Indian Companies Act,

14. The accounts of every society not subject to audit in accordance with the provisions of any law for the time being in force in British India, regarding the registration of companies, shall be audited in accordance with that law.

Additional particulars in case of societes to which Act applies,

15. Every auditor auditing under the Act the accounts of a society shall state the following additional particulars in his report :—

(*a*) whether or not he has personally verified the whole of the investments with the securities and other vouchers and is satisfied as to their correctness ;

(*b*) any other matters that he considers should be brought to the notice of the members or policy-holders of the society,

Form of accounts, etc,

16. The accounts shall consist of the Revenue Account, Profit and Loss Account, and Balance Sheet, as prescribed in the forms marked A, C and D, appended to these rules ; but a society may, if it so desires, submit a separate Revenue Account (precisely similar to form A) for any class of business carried on by it ; but the transactions in respect of a class of business not prescribed under the Act or the rules made thereunder shall not be shown in a Revenue Account showing the transactions in respect of any business which is so prescribed. The accounts shall be signed by all the Directors of the society and by the Manager and one of the other responsible officers. If any of these omit to sign, the reason shall be stated. Other statements shall be prepared each year in the following forms appended to these rules and signed by the Chairman or Managing Director (if any) as well as by the Manager or one of the other responsible officers of the society :—

Form B—giving particulars of expenditure which has not been charged as such.

Form E—giving particulars of the relationship existing between the lives assured and those effecting policies.

Form F—giving particulars of the numbers of policies effected at different ages.

Form G—showing the magnitude of the society's policy contracts.

Form H—giving particulars of the new business each year.

Form I—showing for each year the additions to and deductions from the number of policies and the sums assured thereunder.

Form J—giving particulars for each year since the formation of the society of the number of policies that have gone off the books for various reasons.

Form K—showing the claims under dividing society business arranged according to the duration of the policies.

Form L—giving examples of the sums paid in past years under dividing society business.

The Registrar may, on the application and with the consent of a society, alter those forms as regards that society for the purpose of adapting them to the circumstances of that society.

Signing of accounts.

17. The Chairman or Managing Director (if any) as well as the Manager and one of the other responsible officers of the society shall sign all the accounts and balance sheet, abstracts or statements sent to the Registrar.

Registrar not responsible for accuracy of returns.

18. The receipt of an annual return by the Registrar implies no approval of anything it contains. An acknowledgment of the fact that documents purporting to be the annual returns of a particular society have been received will be given, but the acknowledgment does not imply that a valid return has been made or indicate approval of anything that it contains.

19. Documents required under the Act to be submitted to the Registrar shall be open to inspection on payment of a fee of one rupee; and any person may procure a copy of any such document or a part thereof on payment of a fee of six annas for every hundred words or fractional part thereof required to be copied.

Fees for procuring copies of or inspecting documents.

20. If the general meeting before which the accounts are laid does not adopt them, a statement of the fact and of the reasons therefor shall be annexed to the balance sheet and to the copies thereof required to be filed with the Registrar.

Accounts not adopted.

21. A notice or other document shall be deemed to have been duly published under the Act, if copies have been printed in English and sent to the Registrar and to all members and policy-holders.

Manner of publication of documents.

22. Every society having a share capital and which is not registered under the law for the time being in force in British India, relating to the registration of companies, shall keep in one or more books a register of its members, and enter therein the following particulars:—

Register of members.

(*i*) the names and addresses and the occupations, if any, of the members; a statement of the shares held by each member, distinguishing each share by its number, and of the amount paid or agreed to be considered as paid on the shares of each member;

(*ii*) the date at which each person was entered in the register as a member;

(*iii*) the date at which any person ceased to be a member.

23. A register of all ordinary life assurance policies issued by a society at any time, whether or not they are now in force, shall be maintained by the society in Form M, appended to these rules, or as near thereto as circumstances will permit.

Register of Life Assurance policies.

Register of other policies.

24. A register or registers of all policies, other than those of ordinary life assurance now in force, and of those issued hereafter, shall be maintained by the society in Form M, appended to these rules, or as near thereto as circumstances will permit.

SCHEDULE.

The matters required to be prescribed by the rules of the Society are provided for in the subjoined Schedule :—

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
(*a*) The name and place of the Head Office in British India, the object of the Society and the whole of the contingencies in respect of which it will receive premiums.	(*a*)
(*b*) That the society shall not issue any policy either to or for the use of any person other than the life assured without inserting in the policy the name of the person by whom and for whose use it is effected [and unless the life assured has given his consent in writing to the insurance being effected] (if the latter be not of age the written consent of his legal guardian is required). The rules shall also provide that the amount to be assured under a policy effected by or for the use of a person other than the life assured shall not be unreasonable for the purpose of covering the expense or loss which such person has a *bona fide* expectation that he will incur in the event of the death of the life assured.	(*b*).
(*c*) The persons who may effect policies and the persons on whose lives policies may be	(*c*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
effected, stating for each class of contingency the limits of age for male and female lives separately; also the conditions to be complied with by persons applying for insurance in respect of each class-of contingency, stating the payments to be made— (1) on application; (2) on admission; (3) as monthly or other periodical premiums or contributions and the period for which they are payable; (4) as fine or other charge for late payment of premiums or contributions; (5) on any other account in respect of the insurance.	
(*d*) The maximum sum, including all bonus additions or other benefits, payable (1) at death, and (2) on the happening of each other contingency insured against by the society under policies effected on any one life since the date of the Act, and the maximum number of policies under each different class of Provident Insurance business which a single person may hold.	(*d*)
(*e*) The conditions under which any policy-holder may become entitled to any of the benefits assured, especially as regards— (1) the period, if any, during which the happening of the contingency insured against will entitle the policy-holder	(*e*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
(*a*) to receive no payment ; (*b*) to receive a reduced payment, in which case the particulars will require to be stated in the rule ; (2) any advance or loan which is guaranteed after payment of premiums for a stated number of years ; (3) any benefits of whatever kind which are determined by lot or ballot ; (4) the exact method of division in the case of dividing society business ; (5) the nature of the evidence required to prove birth, marriage, death or any event, on the happening of which the insured amount is payable ;	
(*f*) Disqualifications due to change of occupation, residence or other specified cause.	(*f*)
(*g*) The length of notice to be given to policy-holders of any required payment of premium before the benefits under the policy lapse or are modified in any way as a result of non-payment, also the consequence of delay in paying any premium, or other contribution also ; the conditions under which the right to full benefit will be restored to a policy-holder whose policy has been altered in any way in consequence of any payment being made late.	(*g*)
(*h*) The terms under which any policy may be (1) surrendered for a cash payment, or (2)	(*h*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
kept in force for a reduced benefit without liability to payment of further premiums.	
(*i*) That the conditions governing policies as regards the matters mentioned in (*e*), (*f*), (*g*) and (*h*) above shall be fully set forth in each policy issued after a period not exceeding one month from the date of the registration of the rules providing for such matters.	(*i*)
(*j*) The appointment, qualifications and powers of the managing body and officers of the society, the conditions under which they may be removed, the method of voting at the meetings of the managing body and the number constituting a quorum.	(*j*)
(*k*) As to the rights (if any) of policy-holders (1) to vote at a general meeting of the society; (2) to appoint persons to represent them on the managing body, and (3) to appoint an auditor.	(*k*)
(*l*) The length of notice to be given of general (or special) meetings of the society; the length of notice required to be given of any resolution to be proposed at these meetings; the method of voting at them, and the number constituting a quorum: and the matters which must be brought before such meetings.	(*l*)
(*m*) The classes of security in which the funds of the society may be invested.	(*m*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for
(*n*) The procedure to be adopted in making new rules or in altering or repealing existing rules, and prescribing that no such amendment or repeal shall detrimentally affect the terms of contracts then existing; and that copies of amended rules required under Section 8 (1) of the Act to be sent to the Registrar shall be so sent within fifteen days from the date of their adoption, and that within one month after their registration a copy of any alteration in the rules which in any way applies to or affects the rights of the then existing policy contracts shall be sent to each policy-holder.	(*n*)
(*o*) Prescribe the proportion of the annual income of the society derived from premiums or contributions which may be disbursed for the expenses of management of the society, and the method of apportioning the income and the expenses between each class of provident insurance and any other class of business which the society may transact.	(*o*)
(*p*) In the case of a society which by rule or practice divides any part of the funds thereof, provide for the payment of all debts due by the society existing at the time of division before any such division has taken place.	(*p*)
(*q*) That every society shall keep a separate account of all receipts and disbursements in respect of each class of business trans-	(*q*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
acted, and the receipts (less the disbursements) of each class shall be carried to and from a separate fund with an appropriate name: provided that nothing in this rule shall require the investment of any fund of a class of business prescribed under the Act or the rules made thereunder to be kept separate from the investments of any other such fund, but the rule shall provide that the investments of any fund of a class of business not prescribed under the Act or the rules made thereunder shall be kept separate from the investments of the funds of business which are so prescribed and shall not be shown in the Balance Sheet (Form D appended to these rules) for the latter business.	
(*r*) That a fund of any particular class of business prescribed under the Act or the rules made thereunder shall be as absolutely the security of the policy-holders of that class as though it belonged to a society carrying on no other business than insurance of that class, and shall not be liable for any contracts of the society for which it would not have been liable had the business of the society been only that of insurance of that class, and shall not be applied, directly or indirectly, for any purposes other than those of the class of business to which the fund is applicable.	(*r*)
(*s*) The provision, if any, made for the financial position of the society being ascertained by	(*s*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
an Actuary, and prescribing that if ordinary life assurance business be transacted by the society, it shall neither use any portion of the Life Assurance Fund towards payment of dividend nor allot any bonus to its life assurance policies either by way of addition to the sum assured or to the amount of annuity, or as a cash payment or reduction of premium, except as the result of an actuarial valuation conducted as prescribed by sections 8, 9 and 10 of the Indian Life Assurance Companies Act, 1912. The rules shall also provide that any society transacting ordinary life assurance business shall undergo such a valuation at any time it may choose before the 1st January 1917 and at intervals of not more than seven years thereafter and submit the returns to the Registrar in the form as prescribed by the Indian Life Assurance Companies Act, 1912.	
(*t*) The method of ascertaining the amount of profit made by the society and the method of distributing such profit amongst policy-holders and shareholders.	(*t*)
(*u*) That the paid-up capital shall not be treated as part of the society's assets for the purpose of showing a divisible surplus at the time of any actuarial investigation of the financial condition of the society.	(*u*)
(*v*) That no portion of the paid-up capital or other assets shall be released from liability in respect of provident insurance business	(*v*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
until the funds applicable to such business are solvent otherwise than by a reduction of the policy contracts. The rules shall also prescribe that no money shall be allocated for payment of dividends on shares at any time while such funds are not solvent otherwise than by a reduction of such contracts.	
(*w*) That after the accounts have been duly audited, a copy thereof and of the statements detailed in Rule 16 shall be sent to every member and policy-holder entitled to vote at a general meeting, so that at least seven days shall intervene between the day on which they are sent and the last day on which notice of any resolution to be brought before the general meeting will be accepted. That during the period from the date when such accounts and statements have to be sent to members until the time of their adoption in general meeting, they shall be deposited at the Head Office and copies thereof at the principal branch or agency office in each of the provinces in which the society transacts business, for the inspection of any member or policy-holder of the society.	(*w*)
(*x*) That the accounts and statements prescribed under the Act shall be laid before the annual general meeting within six months of the expiration of each financial year of the society (except in the case of a report by an Actuary on the financial position of the	(*x*)

Matters required to be prescribed by the rules.	Number of the rules in which these matters are provided for.
society when twelve months are allowed), and within 15 days after having been laid before the general or special meeting of the society and before the expiration of the beforementioned period of six months, (or twelve months, in the case of an actuarial report) three copies in English, and one in the vernacular, if any, of such accounts, statements and actuarial report (if any) as well as of the report of the Directors or other managing body, and of each resolution adopted at such meeting shall be sent to the Registrar. The rule shall also prescribe that after the accounts have been passed and the report adopted by the society, they, together with a copy of each resolution adopted at the meeting passing such accounts or reports, shall within one month from the date thereof be sent to each member and to each policy-holder.	
(*y*) That any member or policy-holder shall be entitled at any time to be furnished by the society with a copy of any part of any account, abstract, statement or report, which has been submitted to the members or policy-holders at a charge not exceeding six annas for every hundred words or part thereof required to be copied.	(*y*)
(*z*) The procedure to be followed in the event of voluntary winding up of the society if it be not registered under the Indian Companies Act.	(*z*)

FORM A.

(REFERRED TO IN RULE 16.)

Revenue Account of the **Society for the year ending** **19**

(for all business prescribed under the Act or the rules made thereunder).

		Rs.		Rs.
Amount of Funds at the beginning of the year :—			Dividends to shareholders payable on 19 for the year ending 19	
Life Assurance Fund			[This is to be stated here by societies not supplying a Profit and Loss Account].	
Marriage Insurance Fund			Claims under policies paid and outstanding :—	
Investment Reserve Fund				Rs.
Dividend Reserve Fund			By death	
Other Funds (to be stated separately)			By survivance	
Shareholders' capital paid-up at beginning of year.			By marriage	
Shareholders' capital paid-up during the year.			By birth	
Premiums :—	Rs.		(Other classes to be specified)	
Insuring sums at death			Annuities	
„ „ on survivance only			Surrenders, including surrenders of bonus additions	
„ „ on marriage			Bonuses in cash	
„ „ at birth			Bonuses in reduction of premiums	
„ other benefits (to be specified) ..			Expenses :—	
Consideration for annuities granted	Rs.		Commission	
Interest, dividend, and rents falling due in year.			Agents' and canvassers' allowances	
Less Income-tax thereon			Salaries, etc. (other than to Agents and canvassers) ..	
			Travelling expenses	

Entrance fees		Directors' fees	
Charge for policy stamp		Auditors' fees	
Fines or other charges on account of premiums paid late.		Medical fees	
Other sums falling due in year (accounts to be specified).		Actuarial fees	
		Rents for offices belonging to and occupied by the Society ..	
		Rents of other offices occupied by the Society	
		Law charges	
		Advertising	
		Printing and stationery	
		Other expenses incurred in year (accounts to be specified) ..	
		Other payments (accounts to be specified)	
		Shareholders' Capital paid-up at end of year as per Balance Sheet	
		Amount of Funds at the end of the year as per Balance Sheet	
			Rs.
		Life Assurance Fund	
		Marriage Insurance Fund	
		Investment Reserve Fund	
		Dividend Reserve Fund	
		Other Funds (to be separately stated)	

Note 1.—Items in this account to be net amounts after deduction of the amounts paid and received in respect of re-assurances of the society's risks.

Note 2.—Every society transacting dividing society business shall show in its accounts both the premium income and the claims of each class of such business separately from the premiums and claims of the other classes of business transacted by the society.

Note 3.—If any class of policy is not qualified for full benefits until after the first year or other stated period, the premium income of that class will be separated accordingly in the above account. In the case of a society having more than one qualifying period for any such business the premium income shall be shown separately for each qualifying period.

Note 4.—If any sum has been deducted from the expenses account and taken credit for in the balance sheet as an asset, the sum so deducted shall be shown as in Form B, which shall be submitted along with the Revenue Account. Any sum treated as an asset in this manner should be written off through the revenue account within five years from the date on which the expense was incurred; but in any case the amount must not be treated as an asset at the time of any actuarial valuation made hereafter of the society's assets and liabilities.

Note 5.—The society may, if it so desires, show in this account the amount of Commission on new business separately from commission on renewal premiums.

FORM B.

(REFERRED TO IN RULE 16.)

Statement regarding preliminary expenses, extension of business, etc.

	Rs.
Balance at beginning of year of preliminary and other expenses not shown as expenditure in the Revenue Account, but appearing as assets in the Balance Sheet of the society for the year ending 19...	
Addition thereto during the year *not* shown as expenditure in Revenue Account...	
Less amount written off during the year as per Revenue Account	
Balance at the end of year of preliminary and other expenses not yet shown as expenditure in the Revenue Account but meantime shown as assets in the Balance Sheet	
Total Rs.	

The society shall state what arrangements, if any, have been made to write off the balance of—

(1) Preliminary expenses, etc.

(2) Cost of furniture.

FORM C.

(REFERRED TO IN RULE 16.)

Profit and Loss Account of the society for the year ending 19

(to be completed by all societies except those carrying on no other business than ordinary life assurance).

	Rs.	Rs.		Rs.
Balance of last year's account			Dividends to shareholders payable on 19 for the year ending 19	
	Rs.		Expenses not charged to other accounts	
Interest and dividends not carried to other accounts*			Loss realised † (accounts to be specified)	
Less Income-tax thereon ..			Other payments (accounts to be specified)	
Profits realised † (accounts to be specified)			Balance as per Balance Sheet	
Other receipts (accounts to be specified)				

* The only sum which it is permissible to enter here is the amount of interest and dividends produced by the investments representing the paid-up capital.

† Profits (or losses) which do not belong to any specific fund and any profit (or loss) on the realisation of investments representing paid-up capital shall be entered here.

FORM D.

(REFERRED TO IN RULE 16.)

Balance sheet of the society for the year ending 19 for the classes of business prescribed under the Act or the rules made thereunder which are transacted by the society.

Liabilities.	Rs.	Rs.	Assets.	Rs
Funds—				
Life Assurance Fund			Mortgages of property	
Marriage Insurance Fund			Loans on society's policies within their surrender value.	
Investment Reserve Fund			Loans on personal security	
Dividend Reserve Fund			Other loans (to be specified)	
Other Funds contained in Revenue Account (to be stated separately)				
Balance of Profit and Loss Account			Investments in Government securities or in other bonds, debentures stocks and shares (to be given in detail here, or if numerous the details may be stated on a schedule, the total of the schedule agreeing with the Balance Sheet figure)	
Total funds as per Revenue and Profit and Loss Accounts				
Capital—				
Shareholders' capital paid-up at end of year as per Revenue Account				
Outstanding liabilities.—				
*Claims admitted or intimated but not paid, as under :—			House property	
	Rs.		Branch and agency balances	
			Outstanding premiums renewable*	
Life Assurance			Outstanding interest dividends and rents*	
Marriage Insurance			Interest accrued but not payable*	
Other classes of business (to be specified)				

FORM D.—*contd.*

Liabilities.	Rs.	Assets.	Rs.
Outstanding Liabilities.—			
Unpaid Dividends*			
Deposits		Cheques paid into Bank and in course of realisation ...	
Cheques issued but not presented for payment		Cash on deposit with the Bank ..	
Other sums owing by the society* .. .. (such as sums borrowed by the society, commission due but unpaid, surrender values outstanding, to be stated separately under each class of business)..		Cash in hand or on current account with the Bank ..	
		Other assets (to be specified)	

* These sums are or have been included in the corresponding items in Form A.

Note 1.—The balance sheet must state how the values of the stock exchange securities are arrived at and a certificate must be appended, signed by the same persons as signed the balance sheet to the effect that in their belief the assets set forth in the balance sheet are in the aggregate fully of the value stated therein, less any investment reserve fund taken into account.

Note 2.—A certificate must be appended hereto, signed by the same persons as signed the balance sheet and by the auditor, to the effect that no part of any fund has been applied directly or indirectly for any purpose other than the class of business to which it is applicable.

Note 3.—Societies having investments with any uncalled liability shall state separately the full amount thereof.

Note 4.—Particulars must be given of all loans, including temporary advances, except loans on policies within their surrender values, made at any time during the year to any director or officer of a society or to any other society in which any of the said directors or officers may hold the position either of director or of officer.

Note 5.—Particulars must be given of all commission or other allowance due or paid to any director or manager or other responsible officer of the society in respect of new business procured.

Note 6.—Particulars must be given of the balance of the above-mentioned branch and agency balances and outstanding premiums, interest, dividends and rents remaining unpaid at the date of the auditor's report.

In the Revenue Account should be entered all the financial transactions of the society by way of income and expenditure during the year, whether such transactions have been completed by the actual receipt or payment of cash, or are outstanding at the end of the year.

On the *Income* side of this account should appear the premiums for each different class of insurance, all entrance fees, fines and other sums due to the society during the year (whether received or not) under the several items provided in the forms—

(*a*) Investments made or realized should not be entered in this account, but only the *gain* or *loss* made on their realisation, which should appear as income, if gain, and as expenditure, if loss.

(*b*) No deposits in, or withdrawals from, Bank are to be brought into this account.

On the *Expenditure* side should appear all expenses incurred during the year (whether paid or outstanding) under the several items provided in the form. Bad debts, losses on Agents' balances should be shown as expenditure.

No item can be included in the funds at the end of the year which was not included in the funds at the beginning of the year, unless it is shown as an item of income of the year. Similarly no diminution can be made in any of the funds in any year without appearing as an item of expenditure in the Revenue Account for that year.

The amount of each different fund at the beginning of the year should be the same amount which was stated in the Revenue Account of the Society's last return as the amount of those funds at the end of the year.

If the balance of any account shown in the previous return be found incorrect, the corrected balance should be brought forward in the next return, and an explanation of the difference given on the form itself.

On the liabilities (or left-hand) side of the Balance Sheet there should be brought from the Revenue Account the amounts of the Funds at the end of the year, as indicated on the form; and the particulars stated of any debts incurred on behalf of the society, cash (if any) due by the society, and any other liabilities incurred by it which may be outstanding at the end of the year.

On the assets (or right-hand) side should be shown the society's investments, together with the cash in hand and any other assets of the society. Among such other assets will be, for instance—

branch and agency balances;

outstanding premiums;

outstanding interest;

interest accrued but not payable;

cheques paid into bank and in course of realisation.

The amounts of these items shown in the balance sheets will, in the main, be received during the next financial year; but they must not again be included amongst the premiums, interest or cash in the Revenue Account, as they have already been included in the amount shown in that year's Revenue Account as "Amount of Funds at the beginning of the year."

Some of these outstanding items, which have been taken credit for as an asset, may never be paid at all. The amount of those not realized will have to be written off through the Revenue Account, and the funds will be decreased accordingly

FORM E.

(REFERRED TO IN RULE 16.)

Giving particulars of the relationship existing between two lives assured and those effecting policies.

Submitted by the society for the year ending 19 .

	Number of Tables in prospectus of society.		
	Table No. 1	Table No. 2	Etc.
(1) Number of Policies assuring money to be paid on death of a male life—			
effected during the year by the life assured.			
" " his wife ...			
" " " son ...			
" " " daughter.			
" " " father ...			
" " " mother...			
" " " brother...			
" " " sister ...			
" " any person other than the above relations.			
(2) Number of Policies assuring money to be paid on the death of a female life—			
effected during the year by the life assured.			
" " her husband			
" " " son ...			
" " " daughter.			
" " " mother...			
" " " brother...			
" " " sister ...			
" " any person other than the above relations.			
Total number of policies (assuring money to be paid on death) effected in the year under each different class			

FORM F.

(REFERRED TO IN RULE 16.)

Giving particulars of the number of policies effected at different ages.

Submitted by the society for the year ending 19 .

Age of life assured.	Number of policies effected in the year under review assuring sums payable at death.			
	Table No. 1	Table No. 2	Table No. 3	Etc.
Under 5 years				
Over 5 and under 10 ...				
„ 10 „ 15 ...				
„ 15 „ 20 ...				
„ 20 „ 25 ...				
„ 25 „ 30 ...				
„ 30 „ 35 ...				
„ 35 „ 40 ...				
„ 40 „ 45 ...				
„ 45 „ 50 ...				
„ 50 „ 55 ...				
„ 55 „ 60 ...				
„ 60 „ 65 ...				
„ 65 „ 70 ...				
„ 70 „				
Total number effected under each of the Life Assurance Tables.	(These totals should agree with the totals in Form E.)			

FORM G.

(REFERRED TO IN RULE 16.)

Showing the magnitude of the Society's Policy contracts.

Submitted by the society for the year ending 19 .

	Rs. a. p.
Largest amount of annuity paid during the year on any one life under a policy or policies issued after the commencement of the Act, namely, 18th March 1912.	
Largest amount of annuity which the society contracted during the year to pay in the same or in any future year on any one life.	
Largest amount at risk during the year on any one life under life assurance policies effected since the commencement of the Act.	
Largest amount of whole life premiums received or undertaken to be received during the year under life assurance policies on any one life effected since the commencement of the Act.	
Largest amount of premiums received or undertaken to be received during the year under life assurance policies effected since the commencement of the Act on any one life where the premiums are payable for the following limited periods:—	
1 year	
2 years	
3 „	
4 „	
5 „	
6 „	
and so on up to the longest term inclusive.	

What for each class of insurance business other than that of Life Assurance was the largest sum insured during the year against the happening of any one contingency connected with any one person, no matter whether the insurance be under one or more policies—

Class of insurance.	Maximum sum assured.
Birth	
Failure of issue	
Marriage	
Bond investment business	
Unemployment	
Sickness	
Accident	

Note.—When the amount payable under a policy varies, it shall, for the purposes of Statements G, H and I, be taken as assuring the amount of the maximum limit which the society stipulates will not be exceeded. If there be no such limit then the larges amount definitely undertaken to be paid shall be entered in these statements.

FORM H.

(REFERRED TO IN RULE 16.)

Giving particulars of the new business each year.

Submitted by the society for the year ending 19 .

Contingency on which sum assured or other benefit is payable.	Table in prospectus of society.	Total new insurances effected during the year under review.				
		Number of Policies.	Sum assured or annual benefit payable.*	Renewal premium.	Single premium.	
			Rs.	Rs. a. p.	Rs. a. p.	
Death	No. ..					State also :—
(Including death combined with some other contingency.)	No. ..					Number and annual amount of new annuities and the consideration received.)
	No. ..					
	No. ..					
	etc.					
	Total ..	†				
Survivance of a fixed period only.	No. ..					
	No. ..					
	etc.					
	Total ..					
Marriage	No. ..					
	etc.					
	Total ..					
Birth	No. ..					
	etc.					
And so on for other classes.	Total ..					

* *See* footnote to form G.

† This total should agree with the total number shown in forms E and F.

FORM I.

(REFERRED TO IN RULE 16.)

Showing for each year the additions to and deductions from the number of policies and the sums assured thereunder.

Submitted by the society for the year ending 19 .

	Policies insuring money to be paid on death.		Policies insuring money to be paid only on survivance.		Annuities.		Marriage policies.		And so on for each other class of business.
	No.	Sum assured (excluding bonus additions).	No.	Sum assured.	No.	Annuity per annum.	No.	Sum assured.	
		Rs.		Rs.		Rs.		Rs.	
(1) Policies at end of previous year ..									
(2) New policies issued as per statement H. ..									
(3) Old policies revived.									
(4) Old policies changed and increased.									
Total ..									
Discontinued during year.									
(5) By death									
(6) By maturity or the happening of the contingencies insured against.									
(7) By expiry of term ..									
(8) By surrender ..									
(9) By forfeiture ..									
(10) By change and decrease ..									
(11) By not being taken up									
Total discontinued ..									
Total existing at end of year ..									

See footnote to form G.

FORM J.

(REFERRED TO IN RULE 16.)

Giving particulars for each year since the formation of the society of the number of policies that have gone off the books for various reasons.

Submitted by the society up to the close of the year ending 19 .

Year when policy effected.	Number of policies effected in each year.	Number remaining in force at end of year under review.	The difference between the figures of columns (2) and (3) being made up of the following.				
			Claims by death.	Claims by maturity of policy other than by death.	Surrenders.	Forfeitures.	Term policies expired.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
(Commence with the first year the Company granted insurances of any kind and give the particulars for each year thereafter.)							

A statement in similar form must be given for each table under which the society has at any time issued policies.

Statements required by this form need not be given until within six months after the close of the first financial year, entered upon after the adoption of these rules.

FORM K.

(REFERRED TO IN RULE 16.)

Showing the claims under dividing society business, arranged according to the duration of the policies.

Statement submitted by the society, of claims arising in the year ending 19 under each class of dividing society business.

Number of claims arising in year by death of life assured—

After payment of premium.	Table No. 1.	Table No. 2.	Table No. 3.	etc.
For less than one year				
„ one year but less than two years.				
„ two years „ three „				
„ three „ „ four „				
and so on.				

If the amount of the sum payable in event of death in the first few months be ascertained by a different rule, then for deaths occurring later, the first column should be altered accordingly, so that the deaths may be ascertained during each period for which a different method of calculation applies. For instance, in the case of a society paying nothing in event of death before six months' premiums have been paid and returning the premiums paid in the case of claims when six but less than eleven months' premiums have been paid, the first column would be shown as follows :—

For less than six months.

„ six months but less than eleven months.

„ eleven months but less than twelve months.

„ one year but less than two years.

and so on.

A similar statement must be given of claims by marriage, by birth and under each other class of dividing society business undertaken by the society, and a reconcilement shown between the figures in such statements and the amounts shown in the Revenue Account.

FORM L.

(REFERRED TO IN RULE 16.)

Giving examples of the sums paid in past years under Dividing Society business.

Statement submitted by the society up to the close of the year ending 19 of the claims by death under its dividing society policies.

Statement giving examples of the total sum (including all advances or further benefits, no matter when paid), that would have been paid in past years under a policy becoming a claim by death shortly before the policy had been in force for 1, 2, 3, 4 and 5 full years, respectively, all premiums having been paid up to date of death.

TOTAL SUM PAID AT DEATH IN RETURN FOR PREMIUMS OF Rs.———— RECEIVED IN EACH YEAR.

Financial year in which claim occurred.	NUMBER OF YEARS PREMIUMS PAID PRIOR TO DATE OF DEATH.				
	1	2	3	4	5
	Rs.	Rs.	Rs.	Rs.	Rs.
19 (this being 1st year of Society).	...				
19	...	...			
19	...	...	...		
19	...	...	...	...	
19					
1912	...	...	...	...	...
1913 and so on.	...	...	...	...	...

If the particulars required by the above table vary for different ages at entry, particulars must be given separately for age at entry 40 as well as for the youngest and for the oldest ages at entry for which such policies are now obtainable according to the rules of the society.

If the period of division be other than one year, the form of statement will be adjusted accordingly.

Particulars must be stated of the periods, if any, during which policies becoming claims do not qualify for full benefits.

A similar statement must be given separately for each other class of dividing society business transacted by the society.

FORM M.

(REFERRED TO IN RULES 23 AND 24.)

A Register of Policies.

Policy number.	Date of admission.	Life assured's name, occupation, address, also father's name, etc., if life assured be a minor; if the life assured be female, either the husband's or the father's name, etc., must be stated.	Name, occupation and address of policy-holder when other than life assured.	Relationship between life assured and policy-holder.	Age at entry of life assured.	Sum assured.			Contingency on which minimum sum assured is payable.	(Contingency on which maximum amount definitely promised is payable.	Premium.			Date of withdrawal.	Cause of withdrawal (death, survivance, expiry of term, surrender or forfeiture.)	Amount paid on withdrawal.
						Minimum amount.	Maximum amount definitely promised.	Maximum amount which will not be exceeded but which may never be paid.			Amount of each.	When payable.	Number of years payable.			

By order of His Excellency the Right Honourable the Governor in Council,

G. CARMICHAEL,

Chief Secretary to Government.

APPENDIX F-4

INDIAN COPYRIGHT BILL.

No. 8015.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 7th November 1913.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith two copies of the papers noted on the margin* and to request that Government may be favoured by the 25th instant, with the opinion of your Chamber on the provisions of the Bill under consideration.—I have, etc.,

*A Bill to modify and add to the provisions of the Copyright Act, 1911, with Statement of Objects and Reasons and extract from the Proceedings of the Meeting of the Governor General's Legislative Council on the 9th September 1913,

J. M. ANTIA,
For Secretary to Government.

Extract from the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the provisions of the Indian Councils Acts, 1861 to 1909 (24 & 25 Vict., c. 67, 55 & 56 Vict., c. 14, and 9 Edw. VII, c. 4)

The Council met at Viceregal Lodge, Simla, on Tuesday, the 9th September 1913.

THE INDIAN COPYRIGHT BILL, 1913.

The Honb'le Sir Harcourt Butler moved for leave to introduce a Bill to modify and add to the provisions of the Copyright Act, 1911. He said :—

" My Lord, the amendment of the Indian Copyright Act (XX of 1847), so as to bring it into conformity with modern requirements has long been considered necessary. As, however, the question of the amendment of the English Copyright Acts has been simultaneously under consideration, and as in a matter of this kind it is

obviously desirable to secure conformity within the Empire, so far as is compatible with local conditions, it was thought better to await Imperial legislation on the subject.

"The circumstances leading up to the passing of the Copyright Act of 1911, which came into operation in the United Kingdom on July 1st, 1912, are detailed in the Statement of Objects and Reasons.

"The Copyright Act, 1911, is the most important Copyright Act ever passed in England. It repeals seventeen Acts absolutely, and considerable portions of other Acts, and is intended so far as possible to form a Code of Copyright Law.

"The chief changes effected in previously existing English law were :—

(1) It gives copyright generally during the life of an author and for fifty years after his death, instead of for 42 years, or during life and for seven years after death, whichever might be the longer period.

(2) It simplifies the procedure for protection of lectures and speeches.

(3) It prevents an infringement of a musical composer's right by mechanical instruments such as pianolas and gramophones, and gives copyright in certain cases to gramophone discs and pianola rolls.

(4) It also protects architectural works, including any building or structure, having an artistic character, or any model of such building or structure in respect of such character or design; but processes or methods of construction are not so protected.

"The deficiences in the Indian Copyright law, as embodied in the Indian Copyright Act, XX of 1847, which, for instance, contained no provision for copyright in translations, photographs, sculpture and works of art generally, are made good.

"Another important matter of principle involved in the Act is the abolition of the formality of the registration of copyright. This is in accordance with the provisions of the Berne Convention, and with the practice of most nations. The onus of proving that he is not aware of copyright is now thrown on the person infringing it, and the necessity of registration is now done away with. Summary remedies for infringement are also provided.

"The Act was brought into force in India by proclamation in the Gazette of India on the 31st October, 1912, under section 37 (2) (*d*) of the Act, in view of difficulties that were experienced in England through the non-proclamation in India of the Act of 1911, and having regard to the serious hardships and loss which might thereby be inflicted on English authors.

"Under section 27 of the Act the Legislature of any British possession to which the Act extends is given power to modify or add to the provisions of the Act, but, except in so far as such modifications and additions relate to procedure and remedies, they shall apply only to works the authors of which were at the time of the making of the work resident in the possession, and to works first published in the possession.

"We propose as few modifications as are possible in view of the desirability of securing that uniformity throughout the Empire, which was advocated by the Imperial Copyright Conference of 1910.

"In addition to purely formal changes we propose a material relaxation with regard to translations. This is in our opinion, necessary in view of the special linguistic conditions of India, of the variety of languages spoken, and of the useful part played by translations in disseminating knowledge. We propose therefore that translations of works first published in India should be permitted after the expiry of 5 years, from date of first publication, but only on the condition that two years notice of the intention to publish a translation has been given to the author. By this means we hope adequately to safeguard the rights of the author and those of the public.

The provisions of section 19 of the English Act, containing provisions as to mechanical instruments are new and unsuited, if adopted

in toto, to the conditions of India. The majority of Indian melodies have not been published (*i.e.*, written in staff notation) except through the medium of the phonograph. It is impossible in many cases to identify the original composer or author, and the melodies are subject to great variety of notation and tune. In order to make it clear that in order to fall within the definition of 'musical work' music must have been graphically represented, it is proposed to adopt *mutatis mutandis* the definition of the term 'musical work' contained in the English Musical Copyright Act, 1902, *viz.* 'musical work means any combination of melody and harmony, or either of them, printed, reduced to writing, or otherwise graphically produced or reproduced.'

"The provision restricting jurisdiction to High Courts only in all civil proceedings regarding infringement of copyright is thought desirable in view of the technicalities of the subject and the greater finality that such a tribunal will afford."

The Hon'ble Rai Sri Ram Bahadur said :—

"My Lord, with Your Excellency's permission, I beg to say a few words in support of the motion made by the Hon'ble Member in charge of Education.

"As the provisions of the Bill are not known to us except the brief outline given by the Hon'ble Member in his speech just delivered, no detailed observations can be made on them at this stage. But I welcome the Bill as many of the defects and shortcomings of the Indian Copyright Act (Act XX of 1847) will be removed now. That Act has now become an antiquated piece of legislation—it was passed nearly two-thirds of a century ago.

"In my experience of copyright cases, the Act of 1847 has been found wanting in several respects and many of its provisions required modification and improvement.

"The law of copyright was found so unsatisfactory in Great Britain and other European countries that an international Convention was held in Berlin in 1908 to adopt common bases for the maintenance of the Copyright Union. That Convention was followed

by an Imperial Copyright Conference held in 1910, under the Chairmanship of Mr. Buxton, the President of the Board of Trade. The object of this Conference was to place the law of copyright upon an intelligent and systematic footing. The various self-governing Colonies were represented at that Conference, but no representative was taken from the Indian Empire to take part in its deliberations. The result of the Report of the Conference was the passing of the Copyright Act of 1911 by the British Parliament. The self-governing Dominions were given a choice to accept the provisions of the Act or not, but its operation was extended to all other parts of the British Empire, including India.

"Several new matters, such as architecture and works of artistic craftsmanship, have been added in the Act of 1911 for copyright protection—the inclusion of architecture being the most important innovation. My Lord, innovations of this character are not suitable to this country.

"Another fundamental change is the abolition of all formalities in the matter of registration. There is also an alteration in the duration of copyright. The last-named changes, we hope, will be conducive to the production of more numerous and a better class of original works in India.

"The Bill which is being introduced, we hope, will make such possible additions and alterations as to render the provisions of the English Act of 1911 more suitable to the conditions of this country.

"With these remarks, I support the motion before the Council."

The motion was put and agreed to.

THE HON'BLE SIR HARCOURT BUTLER introduced the Bill and moved that the Bill, together with the Statement of Objects and Reasons relating thereto, be published in the *Gazette of India* in English, and in the local Official Gazettes in English and in such other languages as Local Governments think fit.

The motion was put and agreed to.

THE INDIAN COPYRIGHT BILL, 1913.

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THE FIRST SCHEDULE.

PORTIONS OF THE COPYRIGHT ACT APPLICABLE TO BRITISH INDIA.

THE SECOND SCHEDULE.

REPEAL OF ENACTMENTS.

A Bill to modify and add to the provisions of the Copyright Act, 1911.

Whereas it is expedient to modify and add to the provisions of the Copyright Act, 1911, in its application to British India ; It is hereby enacted as follows :—

CHAPTER I.

PRELIMINARY.

Short title and extent.

1. (1) This Act may be called the Indian Copyright Act, 191 .

(2) It extends to the whole of British India including British Baluchistan and the Sonthal Parganas.

Definitions.

2. In this Act unless there is anything repugnant in the subject or context—

(1) "the Copyright Act" means the Act of Parliament entitled the Copyright Act, 1911 : and

(2) words and expressions defined in the Copyright Act have the same meanings as in that Act.

CHAPTER II.

CONSTRUCTION AND MODIFICATION OF THE COPYRIGHT ACT.

Application of Copyright Act to British India with adaptations.

3. In the application to British India of the Copyright Act (a copy of which Act, except such of the provisions thereof as are expressly restricted to the United Kingdom, is set

out in the First Schedule), the following modifications shall be made, namely:—

(1) the powers of the Board of Trade under section 3 shall, in the case of works first published in British India, be exercised by the Governor General in Council;

(2) the reference in section 4 to the Judicial Committee of the Privy Council shall, in the case of works first published in British India, be construed as a reference to the Governor General in Council;

(3) the powers of the Board of Trade under section 19 shall, as regards records, perforated rolls and other contrivances, the original plate of which was made in British India, be exercised by the Governor General in Council; and the confirmation of Parliament shall not be necessary to the exercise of any of these powers;

(4) the references in section 19, sub-section (4), and in section 24, sub-section (1), proviso (*a*), sub-clause (*ii*), to arbitration shall be read as references to arbitration in accordance with the law for the time being in force in that part of British India in which the dispute occurs;

(5) as regards works, the authors whereof were at the time of making of the works resident in British India, and as regards works first published in British India, the reference in section 22 to the Patents and Designs Act, 1907, shall be construed as a reference to the Indian Patents and Designs Act, 1911, and the reference in the said section to section 86 of the Patents and Designs Act, 1907, shall be construed as a reference to section 77 of the Indian Patents and Designs Act, 1911;

(6) as regards works first published in British India, the reference in section 24, sub-section (1), proviso (*a*), to the *London Gazette* and two London newspapers shall be construed as a reference to the *Gazette of India* and two newspapers published in British India; and the reference in proviso (*b*) of the same sub-section of the same section to the 26th day of July 1910, shall, as regards works, the authors

whereof were at the time of the making of the works resident in British India, and as regards works first published in British India, be construed as a reference to the 30th day of October 1912.

Modification of copyright as regards translation of works first published in British India.

4. In the case of works first published in British India, copyright shall, as regards translation rights, be subject to this limitation that it shall only include the sole right to produce, reproduce, perform or publish a translation of the work for a period of five years from the date of the first publication of the work:

Provided that if, after the expiry of the said period, any person produces, reproduces, performs or publishes a translation of the work, the copyright in such work shall be deemed to be infringed, unless such person has given written notice to the author thereof of his intention, and unless a period of two years has elapsed from the giving of such notice.

Musical works made by resident of, or first published in, British India.

5. In the application of the Copyright Act to musical works the authors whereof were at the time of the making of the works resident in British India, or to musical works first published in British India, the term "musical work" shall, save as otherwise expressly provided by the Copyright Act, mean "any combination of melody and harmony, or either of them, which has been reduced to writing."

Importation of copies.

6. (1) Copies made out of British India of any work in which copyright subsists which if made in British India would infringe copyright, and as to which the owner of the copyright gives notice in writing by himself or his agent to the Chief Customs officer, as defined in the Sea Customs Act, 1878, that he is desirous that such copies should not be imported into British India, shall not be so imported; and shall, subject to the provisions of this section, be deemed to be prohibited imports within the meaning of section 18 of the Sea Customs Act, 1878.

(2) Before detaining any such copies, or taking any further proceedings with a view to the confiscatio thereof, such Chief

Customs officer, or any other officer appointed by the Local Government in this behalf, may require the regulations under this section, whether as to information, security, conditions or other matters, to be complied with, and may satisfy himself, in accordance with these regulations, that the copies are such as are prohibited by this section to be imported.

(3) The Governor General in Council may, by notification in the *Gazette of India*, make regulations, either general or special, respecting the detention and confiscation of copies, the importation of which is prohibited by this section, and the conditions, if any, to be fulfilled before such detention and confiscation; and may, by such regulations, determine the information, notices and security to be given, and the evidence requisite for any of the purposes of this section, and the mode of verification of such evidence.

(4) Such regulations may apply to copies of all works, the importation of copies of which is prohibited by this section, or different regulations may be made respecting different classes of such works.

(5) The regulations may provide for the informant re-imbursing the Secretary of State for India in Council all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention; and may provide that notices given under the Copyright Act to the Commissioners of Customs and Excise of the United Kingdom, and communicated by that authority to any authority in British India, shall be deemed to have been given by the owner to the said Chief Customs officer.

(6) This section shall have effect as the necessary modification of section 14 of the Copyright Act.

CHAPTER III.

SUMMARY REMEDIES.

Offences in respect of infringing copies.

7. If any person knowingly—

(*a*) makes for sale or hire any infringing copy of a work in which copyright subsists; or

(*b*) sells or lets for hire, or by way of trade exposes or offers for sale or hire, any infringing copy of any such work; or

(*c*) distributes infringing copies of any such work, either for the purposes of trade or to such an extent as to affect prejudicially the owner of the copyright ; or

(*d*) by way of trade exhibits in public any infringing copy of any such work ; or

(*e*) imports for sale or hire into British India any infringing copy of any such work ;

he shall be punishable with fine which may extend to twenty rupees for every copy dealt with in contravention of this section, but not exceeding five hundred rupees in respect of the same transaction.

Possession of plates for purpose of making infringing copies.

8. If any person knowingly makes, or has in his possession, any plate for the purpose of making infringing copies of any work in which copyright subsists, or knowingly and for his private profit causes any such work to be performed in public without the consent of the owner of the copyright, he shall be punishable with fine which may extend to five hundred rupees.

Punishment on second conviction.

9. If any person, after having been previously convicted of an offence punishable under section 7 or section 8 is subsequently convicted of an offence punishable under either of these sections, he shall be punishable with simple imprisonment which may extend to one month, or with fine which may extend to one thousand rupees, or with both.

Power of Court to dispose of infringing copies or plates for purposes of making infringing copies.

10. The Court before which any such proceedings are taken may, whether the alleged offender is convicted or not, order that all copies of the work or all plates in the possession of the alleged offender, which appear to it to be infringing copies, or plates for the purpose of making infringing copies, be destroyed or delivered up to the owner of the copyright, or otherwise dealt with as the Court may think fit.

Cognizance of offences.

11. No Court inferior to that of a Presidency Magistrate or a Magistrate of the first class shall try any offence against this Act.

Saving in case of infringement by construction of building

12. The provisions of this Chapter shall not apply to any case to which section 9 of the Copyright Act regarding the restrictions on remedies in the case of a work of architecture applies.

CHAPTER IV.

MISCELLANEOUS.

Courts having civil jurisdiction regarding infringement of copyright.

13. Every suit or other civil proceeding regarding infringement of copyright shall be instituted in the High Court.

Effect of non-registration under Act XX of 1847.

14. No suit or other civil proceeding instituted after the 30th of October 1912, regarding infringement of copyright in any book, the author whereof was at the time of making the book resident in British India, or of any book first published in British India, shall be dismissed by reason only that the registration of such book had not been effected in accordance with the provisions of the Indian Copyright Act, 1847.

Repeals.

15. The enactments mentioned in the Second Schedule are hereby repealed to the extent specified in the fourth column thereof.

THE FIRST SCHEDULE.

PORTIONS OF THE COPYRIGHT ACT APPLICABLE TO BRITISH INDIA.

(*See section 3.*)

COPYRIGHT ACT, 1911.

[1 & 2 GEO. 5, CH. 46.]

ARRANGEMENT OF SECTIONS.

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IMPERIAL COPYRIGHT.

Rights.

SECTION.

1. Copyright.

2. Infringement of copyright.

3. Term of copyright.

4. Compulsory licenses.

5. Ownership of copyright, etc.

Civil Remedies.

6. Civil remedies for infringement of copyright.

7. Rights of owner against persons possessing or dealing with infringing copies, etc.

8. Exemption of innocent infringer from liability to pay damages, etc.

9. Restriction on remedies in the case of architecture.

10. Limitation of actions.

* * * * * * * * *

Importation of Copies.

14. Importation of copies.

Delivery of Books to Libraries.

15. Delivery of copies to British Museum and other libraries.

Special Provisions as to certain Works.

16. Works of joint authors.

17. Posthumous works.

18. Provisions as to Government publications.

19. Provisions as to mechanical instruments.

20. Provisions as to political speeches.

21. Provisions as to photographs.

22. Provisions as to designs registrable under 7 Edw. 7, c. 29.

23. Works of foreign authors first published in parts of His Majesty's dominions to which Act extends.

24. Existing works.

Application to British Possessions.

25. Application of Act to British Dominions.

26. Legislative powers of self-governing Dominions.

27. Power of Legislatures of British possessions to pass supplemental legislation.

28. Application to protectorates.

PART II.

INTERNATIONAL COPYRIGHT.

29. Power to extend Act to foreign works.

30. Application of Part II to British possessions.

PART III.

SUPPLEMENTAL PROVISIONS.

31. Abrogation of common law rights.

32. Provisions as to Orders in Council.

33. Saving of University copyright.

34. Saving of compensation to certain libraries.

35. Interpretation.

36. Repeal.

37. Short title and commencement,

SCHEDULES.

CHAPTER 46.

AN ACT TO AMEND AND CONSOLIDATE THE LAW RELATING TO COPYRIGHT.

[16TH DECEMBER 1911.]

Be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords, Spiritual and Temporal, and Commons in this present Parliament assembled, and by the authority of the same, as follows :—

PART I.

IMPERIAL COPYRIGHT.

Rights.

Copyright.

1. (*1*) Subject to the provisions of this Act, copyright shall subsist throughout the part of His Majesty's dominions to which this Act extends for

the term hereinafter mentioned in every original literary, dramatic musical and artistic work, if—

(*a*) in the case of a published work, the work was first published within such parts of His Majesty's dominions as aforesaid ; and

(*b*) in the case of an unpublished work, the author was at the date of the making of the work a British subject or resident within such parts of His Majesty's dominions as aforesaid ;

but in no other works, except so far as the protection conferred by this Act is extended by Orders in Council thereunder relating to self-governing dominions to which this Act does not extend and to foreign countries.

(*2*) For the purposes of this Act, "copyright" means the sole right to produce or reproduce the work or any substantial part thereof in any material form whatsoever, to perform, or in the case of a lecture to deliver, the work or any substantial part thereof in public ; if the work is unpublished, to publish the work or any substantial part thereof ; and shall include the sole right—

(*a*) to produce, reproduce, perform or publish any translation of the work ;

(*b*) in the case of a dramatic work, to convert it into a novel or other non-dramatic work ;

(*c*) in the case of a novel or other non-dramatic work, or of an artistic work, to convert it into a dramatic work, by way of performance in public or otherwise ;

(*d*) in the case of a literary, dramatic, or musical work, to make any record, perforated roll, cinematograph film or other contrivance by means of which the work may be mechanically performed or delivered,

and to authorise any such acts as aforesaid.

(*3*) For the purposes of this Act, publication, in relation to any work, means the issue of copies of the work to the public, and does not include the performance in public of a dramatic or musical work, the delivery in public of a lecture, the exhibition in public of an

artistic work, or the construction of an architectural work of art, but, for the purposes of this provision, the issue of photographs and engravings of works of sculpture and architectural works of art shall not be deemed to be publication of such works.

Infringement of copyright.

2. (*1*) Copyright in a work shall be deemed to be infringed by any person who, without the consent of the owner of the copyright, does anything the sole right to do which is by this Act conferred on the owner of the copyright: Provided that the following acts shall not constitute an infringement of copyright:—

(i) Any fair dealing with any work for the purposes of private study, research, criticism, review, or newspaper summary

(ii) Where the author of an artistic work is not the owner of the copyright therein, the use by the author of any mould, cast, sketch, plan, model, or study made by him for the purpose of the work, provided that he does not thereby repeat or imitate the main design of that work:

(iii) The making or publishing of paintings, drawings, engravings, or photographs of a work of sculpture or artistic craftsmanship, if permanently situate in a public place or building, or the making or publishing of paintings, drawings, engravings or photographs (which are not in the nature of architectural drawings or plans) of any architectural work of art:

(iv) The publication in a collection, mainly composed of non-copyright matter, *bona fide* intended for the use of schools, and so described in the title and in any advertisements issued by the publisher, of short passages from published literary works not themselves published for the use of schools in which copyright subsists: Provided that not more than two of such passages from works by the same author are published by the same publisher within five years, and that the source from which such passages are taken is acknowledged:

(v) The publication in a newspaper of a report of a lecture delivered in public, unless the report is prohibited by

conspicuous written or printed notice affixed before and maintained during the lecture at or about the main entrance of the building in which the lecture is given, and, except whilst the building is being used for public worship, in a position near the lecturer; but nothing in this paragraph shall affect the provisions in paragraph (i) as to newspaper summaries:

(vi) The reading or recitation in public by one person of any reasonable extract from any published work.

(2) Copyright in a work shall also be deemed to be infringed by any person who—

(a) sells or lets for hire, or by way of trade exposes or offers for sale or hire; or

(b) distributes either for the purposes of trade or to such an extent as to affect prejudicially the owner of the copyright; or

(c) by way of trade exhibits in public; or

(d) imports for sale or hire into any part of His Majesty's dominions to which this Act extends,

any work which to his knowledge infringes copyright or would infringe copyright if it had been made within the part of His Majesty's dominions in or into which the sale or hiring, exposure, offering for sale or hire, distribution, exhibition, or importation took place.

(3) Copyright in a work shall also be deemed to be infringed by any person who for his private profit permits a theatre or other place of entertainment to be used for the performance in public of the work without the consent of the owner of the copyright, unless he was not aware, and had no reasonable ground for suspecting, that the performance would be an infringement of copyright.

Term of copyright.

3. The term for which copyright shall subsist shall, except as otherwise expressly provided by this Act, be the life of the author and a period of fifty years after his death:

Provided that at any time after the expiration of twenty-five years, or in the case of a work in which copyright subsists at the passing of this Act thirty years from the death of the author of a published work, copyright in the work shall not be deemed to be infringed by the reproduction of the work for sale if the person reproducing the work proves that he has given prescribed notice in writing of his intention to reproduce the work, and that he has paid in the prescribed manner to, or for the benefit of, the owner of copyright royalties in respect of all copies of the work sold by him calculated at the rate of ten per cent. on the price at which he publishes the work; and, for the purposes of this proviso, the Board of Trade may make regulations prescribing the mode in which notices are to be given, and the particulars to be given in such notices, and the mode, time, and frequency of the payment of royalties, including (if they think fit) regulations requiring payment in advance or otherwise securing the payment of royalties.

Compulsory licenses.

4. If at any time after the death of the author of a literary, dramatic, or musical work which has been published or performed in public a complaint is made to the Judicial Committee of the Privy Council that the owner of the copyright in the work has refused to republish or to allow the republication of the work or has refused to allow the performance in public of the work, and that by reason of such refusal the work is withheld from the public, the owner of the copyright may be ordered to grant a license to reproduce the work or perform the work in public, as the case may be, on such terms and subject to such conditions as the Judicial Committee may think fit.

Ownership of copyright, etc.

5. (*1*) Subject to the provisions of this Act, the author of a work shall be the first owner of the copyright therein:

Provided that—

(*a*) where, in the case of an engraving, photograph, or portrait, the plate or other original was ordered by some other person and was made for valuable consideration in pursuance of that order, then, in the absence of any agreement to the contrary, the person by whom such plate or other original was ordered shall be the first owner of the copyright; and

(*b*) where the author was in the employment of some other person under a contract of service or apprenticeship and the work was made in the course of his employment by that person, the person by whom the author was employed shall, in the absence of any agreement to the contrary, be the first owner of the copyright, but where the work is an article or other contribution to a newspaper, magazine, or similar periodical, there shall, in the absence of any agreement to the contrary, be deemed to be reserved to the author a right to restrain the publication of the work, otherwise than as part of a newspaper, magazine, or similar periodical.

(*2*) The owner of the copyright in any work may assign the right, either wholly or partially, and either generally or subject to limitations to the United Kingdom or any self-governing dominion or other part of His Majesty's dominions to which this Act extends, and either for the whole term of the copyright or for any part thereof, and may grant any interest in the right by license, but no such assignment or grant shall be valid unless it is in writing signed by the owner of the right in respect of which the assignment or grant is made, or by his duly authorised agent:

Provided that where the author of a work is the first owner of the copyright therein, no assignment of copyright and no grant of any interest therein, made by him (otherwise than by will) after the passing of this Act, shall be operative to vest in the assignee or grantee any rights with respect to the copyright in the work beyond the expiration of twenty-five years from the death of the author, and the reversionary interest in the copyright expectant on the termination of that period shall, on the death of the author, notwithstanding any agreement to the contrary, devolve on his legal personal representatives as part of his estate, and any agreement entered into by him as to the disposition of such reversionary interest shall be null and void, but nothing in this proviso shall be construed as applying to the assignment of the copyright in a collective work or a license to publish a work or part of a work as part of a collective work.

(*3*) Where, under any partial assignment of copyright, the assignee becomes entitled to any right comprised in copyright, the

assignee, as respects the right so assigned, and the assignor as respects the rights not assigned, shall be treated for the purposes of this Act as the owner of the copyright, and the provisions of this Act shall have effect accordingly.

Civil Remedies.

Civil remedies for infringement of copyright.

6. (*1*) Where copyright in any work has been infringed, the owner of the copyright shall, except as otherwise provided by this Act, be entitled to all such remedies by way of injunction or interdict, damages, accounts, and otherwise, as are or may be conferred by law for the infringement of a right.

(*2*) The costs of all parties in any proceedings in respect of the infringement of copyright shall be in the absolute discretion of the Court.

(*3*) In any action for infringement of copyright in any work, the work shall be presumed to be a work in which copyright subsists and the plaintiff shall be presumed to be the owner of the copyright, unless the defendant puts in issue the existence of the copyright, or, as the case may be, the title of the plaintiff, and where any such question is in issue, then—

(*a*) if a name purporting to be that of the author of the work is printed or otherwise indicated thereon in the usual manner, the person whose name is so printed or indicated shall, unless the contrary is proved, be presumed to be the author of the work;

(*b*) if no name is so printed or indicated, or if the name so printed or indicated is not the author's true name or the name by which he is commonly known, and a name purporting to be that of the publisher or proprietor of the work is printed or otherwise indicated thereon in the usual manner, the person whose name is so printed or indicated shall, unless the contrary is proved, be presumed to be the owner of the copyright in the work for the purposes of proceedings in respect of the infringement of copyright therein.

7. All infringing copies of any work in which copyright subsists or of any substantial part thereof, and all plates used or intended to be used for the production of such infringing copies, shall be deemed to be the property of the owner of the copyright, who accordingly may take proceedings for the recovery of the possession thereof or in respect of the conversion thereof.

Rights of owner against persons possessing or dealing with infringing copies, etc.

8. Where proceedings are taken in respect of the infringement of the copyright in any work and the defendant in his defence alleges that he was not aware of the existence of the copyright in the work, the plaintiff shall not be entitled to any remedy other than an injunction or interdict in respect of the infringement if the defendant proves that at the date of the infringement he was not aware and had not reasonable ground for suspecting that copyright subsisted in the work.

Exemption of innocent infringer from the liability to pay damages, etc.

9. (*1*) Where the construction of a building or other structure which infringes or which, if completed would infringe the copyright in some other work has been commenced, the owner of the copyright shall not be entitled to obtain an injunction or interdict to restrain the construction of such building or structure or to order its demolition.

Restriction on remedies in the case of architecture

(*2*) Such of the other provisions of this Act as provide that an infringing copy of a work shall be deemed to be the property of the owner of the copyright, or as impose summary penalties, shall not apply in any case to which this section applies.

10. An action in respect of infringement of copyright shall not be commenced after the expiration of three years next after the infringement,

Limitation of actions.

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Importation of Copies.

14. (*1*) Copies made out of the United Kingdom of any work in which copyright subsists which if made in the United Kingdom would infringe copyright, and as to which

Importation of copies.

the owner of the copyright gives notice in writing by himself or his agent to the Commissioners of Customs and Excise, that he is desirous that such copies should not be imported into the United Kingdom, shall not be so imported, and shall, subject to the provisions of this section, be deemed to be included in the table of prohibitions and restrictions contained in section forty-two of the Customs Consolidation Act, 1876, and that section shall apply accordingly.

(2) Before detaining any such copies or taking any further proceedings with a view to the forfeiture thereof under the law relating to the Customs, the Commissioners of Customs and Excise may require the regulations under this section, whether as to information, conditions or other matters, to be complied with, and may satisfy themselves in accordance with those regulations that the copies are such as are prohibited by this section to be imported.

(3) The Commissioners of Customs and Excise may make regulations, either general or special, respecting the detention and forfeiture of copies the importation of which is prohibited by this section and the conditions, if any, to be fulfilled before such detention and forfeiture, and may, by such regulations, determine the information, notices, and security to be given, and the evidence requisite for any of the purposes of this section, and the mode of verification of such evidence.

(4) The regulations may apply to copies of all works the importation of copies of which is prohibited by this section, or different regulations may be made respecting different classes of such works.

(5) The regulations may provide for the informant reimbursing the Commissioners of Customs and Excise all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention; and may provide for notices under any enactment repealed by this Act being treated as notices given under this section.

(6) The foregoing provisions of this section shall have effect as if they were part of the Customs Consolidation Act, 1876: Provided that, notwithstanding anything in that Act, the Isle of Man shall not be treated as part of the United Kingdom for the purposes of this section.

(7) This section shall, with the necessary modifications, apply to the importation into a British possession to which this act extends of copies of works made out of that possession.

Delivery of Books to Libraries.

15. (1) The publisher of every book published in the United Kingdom shall within one month after the publication, deliver, at his own expense, a copy of the book to the trustees of the British Museum, who shall give a written receipt for it.

Delivery of copies to British Museum and other libraries.

(2) He shall also, if written demand is made before the expiration of twelve months after publication, deliver within one month after receipt of that written demand or, if the demand was made before publication, within one month after publication, to some depôt in London named in the demand a copy of the book for, or in accordance with the directions of, the authority having the control of each of the following libraries, namely: the Bodleian Library, Oxford, the University Library, Cambridge, the Library of the Faculty of Advocates at Edinburgh, and the Library of Trinity College, Dublin, and subject to the provisions of this section the National Library of Wales. In the case of an encyclopædia, newspaper, review, magazine, or work published in a series of numbers or parts, the written demand may include all numbers or parts of the work which may be subsequently published.

(3) The copy delivered to the trustees of the British Museum shall be a copy of the whole book with all maps and illustrations belonging thereto, finished and coloured in the same manner as the best copies of the book are published, and shall be bound, sewed, or stitched together, and on the best paper on which the book is printed.

(4) The copy delivered for the other authorities mentioned in this section shall be on the paper on which the largest number of copies of the book is printed for sale, and shall be in the like condition as the books prepared for sale.

(5) The books of which copies are to be delivered to the National Library of Wales shall not include books of such classes as may be specified in regulations to be made by the Board of Trade.

(6) If a publisher fails to comply with this section, he shall be liable on summary conviction to a fine not exceeding five pounds and the value of the book, and the fine shall be paid to the trustees or authority to whom the book ought to have been delivered.

(7) For the purpose of this section, the expression "book" includes every part or division of a book, pamphlet, sheet of letter-press, sheet of music, map, plan, chart or table separately published, but shall not include any second or subsequent edition of a book unless such edition contains additions or alterations either in the letter-press or in the maps, prints, or other engravings belonging thereto.

Special Provisions as to certain Works.

Works of joint authors.

16. (1) In the case of a work of joint authorship, copyright shall subsist during the life of the author who first dies and for a term of fifty years after his death, or during the life of the author who dies last, whichever period is the longer, and references in this Act to the period after the expiration of any specified number of years from the death of the author shall be construed as references to the period after the expiration of the like number of years from the death of the author who dies first or after the death of the author who dies last, whichever period may be the shorter, and in the provisions of this Act with respect to the grant of compulsory licenses a reference to the date of the death of the author who dies last shall be substituted for the reference to the date of the death of the author.

(2) Where, in the case of a work of joint authorship some one or more of the joint authors do not satisfy the conditions conferring copyright laid down by this Act, the work shall be treated for the purposes of this Act as if the other author or authors had been the sole author or authors thereof:

Provided that the term of the copyright shall be the same as it would have been if all the authors had satisfied such conditions as aforesaid.

(3) For the purposes of this Act, "a work of joint authorship" means a work produced by the collaboration of two or more authors

in which the contribution of one author is not distinct from the contribution of the other author or authors.

(4) Where a married woman and her husband are joint authors of a work the interest of such married woman therein shall be her separate property.

Posthumous works.

17. (1) In the case of a literary, dramatic or musical work, or an engraving, in which copyright subsists at the date of the death of the author or, in the case of a work of joint authorship, at or immediately before the date of the death of the author who dies last, but which has not been published, nor, in the case of a dramatic or musical work, been performed in public, nor, in the case of a lecture, been delivered in public, before that date, copyright shall subsist till publication, or performance or delivery in public, whichever may first happen, and for a term of fifty years thereafter, and the proviso to section three of this Act shall, in the case of such a work, apply as if the author had died at the date of such publication or performance or delivery in public as aforesaid.

(2) The ownership of an author's manuscript after his death where such ownership has been acquired under a testamentary disposition made by the author and the manuscript is of a work which has not been published nor performed in public, nor delivered in public shall be *prima facie* proof of the copyright being with the owner of the manuscript.

Provision as to Government publications.

18. Without prejudice to any rights or privileges of the Crown, where any work has, whether before or after the commencement of this Act been prepared or published by or under the direction or control of His Majesty or any Government department, the copyright in the work shall, subject to any agreement with the author, belong to His Majesty, and in such case shall continue for a period of fifty years from the date of the first publication of the work.

Provisions as to mechanical instruments.

19. (1) Copyright shall subsist in records, perforated rolls, and other contrivances by means of which sounds may be mechanically reproduced, in like manner as if such contrivances

were musical works, but the term of copyright shall be fifty years from the making of the original plate from which the contrivance was directly or indirectly derived, and the person who was the owner of such original plate at the time when such plate was made shall be deemed to be the author of the work and, where such owner is a body corporate, the body corporate shall be deemed for the purposes of this Act to reside within the parts of His Majesty's dominions to which this Act extends if it has established a place of business within such parts.

(*2*) It shall not be deemed to be an infringement of copyright in any musical work for any person to make within the parts of His Majesty's dominions to which this Act extends, records, perforated rolls, or other contrivances by means of which the work may be mechanically performed, if such person proves—

(*a*) that such contrivances have previously been made by, or with the consent or acquiescence of, the owner of the copyright in the work ; and

(*b*) that he has given the prescribed notice of his intention to make the contrivances, and has paid in the prescribed manner to, or for the benefit of, the owner of the copyright in the work royalties in respect of all such contrivances sold by him, calculated at the rate hereinafter mentioned :

Provided that—

(i) nothing in this provision shall authorise any alterations in, or omissions from, the work reproduced, unless contrivances reproducing the work, subject to similar alterations and omissions have been previously made by, or with the consent or acquiescence of, the owner of the copyright, or unless such alterations or omissions are reasonably necessary for the adaptation of the work to the contrivances in question; and

(ii) for the purposes of this provision, a musical work shall be deemed to include any words so closely associated therewith as to form part of the same work but shall not be deemed to include a contrivance by means of which sounds may be mechanically reproduced.

(3) The rate at which such royalties as aforesaid are to be calculated shall—

(a) in the case of contrivances sold within two years after the commencement of this Act by the person making the same, be two and one-half per cent; and

(b) in the case of contrivances sold as aforesaid after the expiration of that period, five per cent

on the ordinary retail selling price of the contrivance calculated in the prescribed manner, so however that the royalty payable in respect of a contrivance shall, in no case, be less than a half-penny for each separate musical work in which copyright subsists reproduced thereon, and, where the royalty calculated as aforesaid includes a fraction of a farthing, such fraction shall be reckoned as a farthing.

Provided that, if, at any time after the expiration of seven years from the commencement of this Act, it appears to the Board of Trade that such rate as aforesaid is no longer equitable, the Board of Trade may after holding a public inquiry, make an order either decreasing or increasing that rate to such extent as under the circumstances may seem just, but any order so made shall be provisional only and shall not have any effect unless and until confirmed by Parliament; but, where an order revising the rate has been so made and confirmed, no further revisions shall be made before the expiration of fourteen years from the date of the last revision.

(4) If any such contrivance is made reproducing two or more different works in which copyright subsists and the owners of the copyright therein are different persons, the sums payable by way of royalties under this section shall be apportioned amongst the several owners of the copyright in such proportions as, failing agreement, may be determined by arbitration.

(5) When any such contrivances by means of which a musical work may be mechanically performed have been made then, for the purposes of this section, the owner of the copyright in the work shall, in relation to any person who makes the prescribed inquiries, be deemed to have given his consent to the making of such contrivances if he fails to reply to such inquiries within the prescribed time.

(6) For the purposes of this section, the Board of Trade may make regulations prescribing anything which under this section is to be prescribed, and prescribing the mode in which notices are to be given and the particulars to be given in such notices, and the mode, time and frequency of the payment of royalties and any such regulations may, if the Board think fit, include regulations requiring payment in advance or otherwise securing the payment of royalties.

(7) In the case of musical works published before the commencement of this Act, the foregoing provisions shall have effect, subject to the following modifications and additions :

(a) The conditions as to the previous making by, or with the consent or acquiescence of, the owner of the copyright in the work, and the restrictions as to alterations in or omissions from the work shall not apply ;

(b) The rate of two and one-half per cent. shall be substituted for the rate of five per cent. as the rate at which royalties are to be calculated, but no royalties shall be payable in respect of contrivances sold before the first day of July, nineteen hundred and thirteen, if contrivances reproducing the same work had been lawfully made, or placed on sale, within the parts of His Majesty's dominions to which this Act extends before the first day of July, nineteen hundred and ten :

(c) Notwithstanding any assignment made before the passing of this Act of the copyright in a musical work, any rights conferred by this Act in respect of the making, or authorising the making, of contrivances by means of which the work may be mechanically performed shall belong to the author or his legal personal representatives and not to the assignees, and the royalties aforesaid shall be payable to, and for the benefit of, the author of the work or his legal personal representatives :

(d) The saving contained in this Act of the rights and interests arising from, or in connexion with action taken before the commencement of this Act shall not be construed as authorising any person who has made contrivances by means of which the work may be mechanically performed

to sell any such contrivances, whether made before or after the passing of this Act, except on the terms and subject to the conditions laid down in this section :

(*e*) Where the work is a work on which copyright is conferred by an Order in Council relating to a foreign country, the copyright so conferred shall not, except to such extent as may be provided by the Order, include any rights with respect to the making of records, perforated rolls, or other contrivances by means of which the work may be mechanically performed.

(*3*) Notwithstanding anything in this Act where a record, perforated roll, or other contrivance by means of which sounds may be mechanically reproduced has been made before the commencement of this Act, copyright shall, as from the commencement of this Act, subsist therein in like manner and for the like term as if this Act had been in force at the date of the making of the original plate from which the contrivance was directly or indirectly derived :

Provided that—

(i) the person who, at the commencement of this Act, is the owner of such original plate shall be the first owner of such copyright ; and

(ii) nothing in this provision shall be construed as conferring copyright in any such contrivance if the making thereof would have infringed copyright in some other such contrivance, if this provision had been in force at the time of the making of the first-mentioned contrivance.

Provision as to political speeches.

20. Notwithstanding anything in this Act, it shall not be an infringement of copyright in an address of a political nature delivered at a public meeting to publish a report thereof in a newspaper.

Provisions as to photographs.

21. The term for which copyright shall subsist in photographs shall be fifty years from the making of the original negative from which the photograph was directly or indirectly derived, and the person who was owner of such negative at the time when such negative was made shall be deemed to be the author of the work, and, where such

owner is a body corporate, the body corporate shall be deemed for the purposes of this Act to reside within the parts of His Majesty's dominions to which this extends if it has established a place of business within such parts.

Provisions as to designs registrable under 7 Edw. 7, c. 29.

22. (*1*) This Act shall not apply to designs capable of being registered under the Patents and Designs Act, 1907, except designs which, though capable of being so registered, are not used or intended to be used as models or patterns to be multiplied by any industrial process.

(*2*) General rules under section eighty-six of the Patent and Designs Act, 1907, may be made for determining the conditions under which a design shall be deemed to be used for such purposes as aforesaid.

Works of foreign authors first published in parts of His Majesty's dominions to which Act extends.

23. If it appears to His Majesty that a foreign country does not give, or has not undertaken to give adequate protection to the works of British authors, it shall be lawful for His Majesty by Order in Council to direct that such of the provisions of this Act as confer copyright on works first published within the parts of His Majesty's dominions to which this Act extends, shall not apply to works published after the date specified in the Order, the authors whereof are subjects or citizens of such foreign country, and are not resident in His Majesty's dominions, and thereupon those provisions shall not apply to such works.

Existing works.

24. (*1*) Where any person is immediately before the commencement of this Act entitled to any such right in any work as is specified in the first column of the First Schedule to this Act, or to any interest in such a right, he shall, as from that date, be entitled to the substituted right set forth in the second column of that schedule, or to the same interest in such a substituted right, and to no other right or interest, and such substituted right shall subsist for the term for which it would have subsisted if this Act had been in force at the date when the work was made and the work had been one entitled to copyright thereunder :

Provided that—

(*a*) if the author of any work in which any such right as is specified in the first column of the First Schedule to this Act subsists at the commencement of this Act has, before that date, assigned the right or granted any interest therein for the whole term of the right, then at the date when, but for the passing of this Act, the right would have expired the substituted right conferred by this section shall, in the absence of express agreement, pass to the author of the work, and any interest therein created before the commencement of this Act and then subsisting shall determine; but the person who immediately before the date at which the right would so have expired was the owner of the right or interest shall be entitled at his option either—

(*i*) on giving such notice as hereinafter mentioned, to an assignment of the right or the grant of a similar interest therein for the remainder of the term of the right for such consideration as, failing agreement, may be determined by arbitration or

(*ii*) without any such assignment or grant, to continue to reproduce or perform the work in like manner as theretofore subject to the payment, if demanded by the author within three years after the date at which the right would have so expired, of such royalties to the author as, failing agreement, may be determined by arbitration, or, where the work is incorporated in a collective work and the owner of the right or interest is the proprietor of that collective work, without any such payment;

The notice above referred to must be given not more than one year nor less than six months before the date at which the right would have so expired, and must be sent by registered post to the author, or, if he cannot with reasonable diligence be found, advertised in the London Gazette and in two London newspapers;

(*b*) where any person has, before the twenty-sixth day of July nineteen hundred and ten, taken any action whereby he

has incurred any expenditure or liability in connexion with the reproduction or performance of any work in a manner which at the time was lawful, or for the purpose of or with a view to the reproduction or performance of a work at a time when such reproduction or performance would, but for the passing of this Act, have been lawful, nothing in this section shall diminish or prejudice any rights or interest arising from or in connexion with such action which are subsisting and valuable at the said date, unless the person who by virtue of this section becomes entitled to restrain such reproduction or performance agrees to pay such compensation as, failing agreement, may be determined by arbitration.

(*2*) For the purposes of this section, the expression "author" includes the legal personal representatives of a deceased author.

(*3*) Subject to the provisions of section nineteen, sub-sections (*7*) and (*8*) and of section thirty-three of this Act, copyright shall not subsist in any work made before the commencement of this Act, otherwise than under, and in accordance with, the provisions of this section.

Application to British Possessions.

25. (*1*) This Act, except such of the provisions thereof as are expressly restricted to the United Kingdom, shall extend throughout His Majesty's dominions: Provided that it shall not extend to a self-governing dominion, unless declared by the Legislature of that dominion to be in force therein either without any modifications or additions, or with such modifications and additions relating exclusively to procedure and remedies, or necessary to adapt this Act to the circumstances of the dominion, as may be enacted by such Legislature.

Application of Act to British dominions.

(*2*) If the Secretary of State certifies by notice published in the *London Gazette*, that any self-governing dominion has passed legislation under which works, the authors whereof were at the date of the making of the works British subjects resident elsewhere than in the dominion or (not being British subjects) were resident in the parts of His Majesty's dominions to which this Act extends, enjoy within

the dominion rights substantially identical with those conferred by this Act, then, whilst such legislation continues in force, the dominion shall, for the purposes of the right conferred by this Act, be treated as if it were a dominion to which this Act extends; and it shall be lawful for the Secretary of State to give such a certificate as aforesaid, notwithstanding that the remedies for enforcing the rights, or the restrictions on the importation of copies of works, manufactured in a foreign country, under the law of the dominion, differ from those under this Act.

Legislative powers of self-governing dominions.

26. (*1*) The Legislature of any self-governing dominion may, at any time, repeal all or any of the enactments relating to copyright passed by Parliament (including this Act) so far as they are operative within that dominion: Provided that no such repeal shall prejudicially affect any legal rights existing at the time of the repeal, and that, on this Act or any part thereof being so repealed by the Legislature of a self-governing dominion, that dominion shall cease to be a dominion to which this Act extends.

(*2*) In any self-governing dominion to which this Act does not extend the enactments repealed by this Act shall, so far as they are operative in that dominion, continue in force until repealed by the Legislature of that dominion.

(*3*) Where His Majesty in Council is satisfied that the law of a self-governing dominion to which this Act does not extend provides adequate protection within the dominion for the works (whether published or unpublished) of authors who at the time of the making of the work were British subjects resident elsewhere than in that dominion, His Majesty in Council may, for the purpose of giving reciprocal protection, direct that this Act except such parts (if any) thereof as may be specified in the Order, and subject to any conditions contained therein, shall, within the parts of His Majesty's dominions to which this Act extends, apply to works the authors whereof were, at the time of the making of the work, resident within the first mentioned dominion, and to works first published in that dominion; but, save as provided by such an Order, works the authors whereof were resident in a dominion to which this Act does not extend shall not, whether they are British subjects or not, be entitled to any protection under this Act except

such protection as is by this Act conferred on works first published within the parts of His Majesty's dominions to which this Act extends:

Provided that no such Order shall confer any rights within a self-governing dominion, but the Governor in Council of any self-governing dominion to which this Act extends, may, by Order, confer within that dominion the like rights as His Majesty in Council is, under the foregoing provisions of this sub-section, authorised to confer within other parts of His Majesty's dominions.

For the purposes of this sub-section, the expression, "a dominion to which this Act extends" includes a dominion which is for the purposes of this Act to be treated as if it were a dominion to which this Act extends.

Power of Legislatures of British possessions to pass supplemental legislation.

27. The Legislature of any British possession to which this Act extends may modify or add to any of the provisions of this Act in its application to the possession, but, except so far as such modifications and additions relate to procedure and remedies, they shall apply only to works the authors whereof were, at the time of the making of the work, resident in the possession, and to works first published in the possession.

Application to protectorates.

28. His Majesty may, by Order in Council, extend this Act to any territories under his protection and to Cyprus, and, on the making of any such Order, this Act shall, subject to the provisions of the Order, have effect as if the territories to which it applies or Cyprus were part of His Majesty's dominions to which this Act extends.

PART II.

INTERNATIONAL COPYRIGHT.

Power to extend Act to foreign works.

29. (*1*) His Majesty may, by Order in Council, direct that this Act (except such parts, if any, thereof as may be specified in the Order) shall apply—

(*a*) to works first published in a foreign country to which the Order relates, in like manner as if they were first published within the parts of His Majesty's dominions to which this Act extends;

(*b*) to literary, dramatic, musical, and artistic works, or any class thereof, the authors whereof were at the time of the making of the work subjects or citizens of a foreign country to which the order relates, in like manner as if the authors were British subjects ;

(*c*) in respect of residence in a foreign country to which the Order relates, in like manner as if such residence were residence in the parts of His Majesty's dominions to which this Act extends ;

and thereupon, subject to the provisions of this Part of this Act and of the Order, this Act shall apply accordingly :

Provided that—

(*i*) before making an Order in Council under this section in respect of any foreign country (other than a country with which His Majesty has entered into a convention relating to copyright), His Majesty shall be satisfied that that foreign country has made, or has undertaken to make, such provisions, if any, as it appears to His Majesty expedient to require for the protection of works entitled to copyright under the provisions of Part I of this Act ;

(*ii*) the Order in Council may provide that the term of copyright within such parts of His Majesty's dominions as aforesaid shall not exceed that conferred by the law of the country to which the Order relates ;

(*iii*) the provisions of this Act as to the delivery of copies of books shall not apply to works first published in such country, except so far as is provided by the Order ;

(*iv*) the Order in Council may provide that the enjoyment of the rights conferred by this Act shall be subject to the accomplishment of such conditions and formalities (if any) as may be prescribed by the Order ;

(*v*) in applying the provision of this Act as to ownership of copyright, the Order in Council may make such modifications as appear necessary having regard to the law of the foreign country ;

(*vi*) in applying the provisions of this Act as to existing works, the Order in Council may make such modifications as appear necessary, and may provide that nothing in those provisions as so applied shall be construed as reviving any right of preventing the production or importation of any translation in any case where the right has ceased by virtue of section five of the International Copyright Act, 1886.

(*2*) An Order in Council under this section may extend to all the several countries named or described therein.

Application of Part II to British possessions.

30. (*1*) An Order in Council under this Part of this Act shall apply to all His Majesty's dominions to which this Act extends except self-governing dominions and any other possession specified in the Order with respect to which it appears to His Majesty expedient that the Order should not apply.

(*2*) The Governor in Council of any self-governing dominion to which this Act extends may, as respects that dominion, make the like Orders as under this Part of this Act His Majesty in Council is authorised to make with respect to His Majesty's dominions other than self-governing dominions, and the provisions of this Part of this Act shall, with the necessary modifications, apply accordingly.

(*3*) Where it appears to His Majesty expedient to except from the provisions of any Order any part of his dominions not being a self-governing dominion, it shall be lawful for His Majesty by the same or any other Order in Council to declare that such Order and this Part of this Act shall not, and the same shall not, apply to such part, except so far as is necessary for preventing any prejudice to any rights acquired previously to the date of such Order.

PART III.

SUPPLEMENTAL PROVISIONS.

Abrogation of common law rights.

31. No person shall be entitled to copyright or any similar right in any literary, dramatic, musical, or artistic work, whether published or unpublished, otherwise than under and in accordance with the provisions of this

Act, or of any other statutory enactment for the time being in force, but nothing in this section shall be construed as abrogating any right or jurisdiction to restrain a breach of trust or confidence.

Provisions as to Orders in Council.

32. (*1*) His Majesty in Council may make Orders for altering, revoking, or varying any Order in Council made under this Act, or under any enactments repealed by this Act, but any Order made under this section shall not affect prejudicially any rights or interests acquired or accrued at the date when the Order comes into operation, and shall provide for the protection of such rights and interests.

(*2*) Every Order in Council made under this Act shall be published in the *London Gazette* and shall be laid before both Houses of Parliament as soon as may be after it is made, and shall have effect as if enacted in this Act.

Saving of university copyright.

33. Nothing in this Act shall deprive any of the universities and colleges mentioned in the Copyright Act, 1775, of any copyright they already possess under that Act, but the remedies and penalties for infringement of any such copyright shall be under this Act and not under that Act.

Saving of compensation to certain libraries.

34. There shall continue to be charged on, and paid out of, the Consolidated Fund of the United Kingdom such annual compensation as was immediately before the commencement of this Act payable in pursuance of any Act as compensation to a library for the loss of the right to receive gratuitous copies of books:

Provided that this compensation shall not be paid to a library in any year, unless the Treasury are satisfied that the compensation for the previous year has been applied in the purchase of books for the use of and to be preserved in the library.

Interpretation.

35. (*1*) In this Act, unless the context otherwise requires,—

"Literary work" includes maps, charts, plans, tables, and compilations;

"Dramatic work" includes any piece for recitation, choreographic work or entertainment in dumb show, the scenic arrangement or acting form of which is fixed in writing or otherwise, and any cinematograph production where the arrangement or acting form or the combination of incidents represented give the work an original character;

"Artistic work" includes works of painting, drawing, sculpture and artistic craftsmanship, and architectural works of art and engravings and photographs;

"Work of sculpture" includes casts and models;

"Architectural work of art" means any building or structure having an artistic character or design, in respect of such character or design, or any model for such building or structure, provided that the protection afforded by this Act shall be confined to the artistic character and design, and shall not extend to processes or methods of construction;

"Engravings" include etchings, lithographs, wood cuts, prints and other similar works, not being photographs;

"Photograph" includes photo-lithograph and any work produced by any process analogous to photography;

"Cinematograph" includes any work produced by any process analogous to cinematography;

"Collective work" means—

(*a*) an encyclopædia, dictionary, year book, or similar work;

(*b*) a newspaper, review, magazine, or similar periodical; and

(*c*) any work written in distinct parts by different authors, or in which works or parts of works of different authors are incorporated;

"Infringing," when applied to a copy of a work in which copy right subsists, means any copy, including any colourable imitation, made, or imported in contravention of the provisions of this Act;

"Performance" means any acoustic representation of a work and any visual representation of any dramatic action in a work, including such a representation made by means of any mechanical instrument;

"Delivery," in relation to a lecture, includes delivery by means of any mechanical instrument;

"Plate" includes any stereotype or other plate, stone, block, mould, matrix, transfer, or negative used or intended to be used for printing or reproducing copies of any work and any matrix or other appliance by which records, perforated rolls or other contrivances for the acoustic representation of the work are or are intended to be made;

"Lecture" includes address, speech and sermon;

"Self-governing dominion" means the Dominion of Canada, the Commonwealth of Australia, the Dominion of New Zealand, the Union of South Africa and Newfoundland,

(2) For the purposes of this Act (other than those relating to infringements of copyright), a work shall not be deemed to be published or performed in public, and a lecture shall not be deemed to be delivered in public, if published, performed in public or delivered in public, without the consent or acquiescence of the author, his executors, administrators or assigns.

(3) For the purposes of this Act, a work shall be deemed to be first published within the parts of His Majesty's Dominions to which this Act extends, notwithstanding that it has been published simultaneously in some other place, unless the publication in such parts of His Majesty's Dominions as aforesaid is colourable only and is not intended to satisfy the reasonable requirements of the public; and a work shall be deemed to be published simultaneously in two places, if the time between the publication in one such place and the publication

n the other place does not exceed fourteen days, or such longer period as may, for the time being, be fixed by Order in Council.

(4) Where, in the case of an unpublished work, the making of a work has extended over a considerable period, the conditions of this Act conferring copyright shall be deemed to have been complied with, if the author was, during any substantial part of that period, a British subject or a resident within the parts of His Majesty's Dominions to which this Act extends.

(5). For the purposes of the provisions of this Act as to residence, an author of a work shall be deemed to be a resident in the parts of His Majesty's Dominions to which this Act extends, if he is domiciled within any such part.

Repeal.

36. Subject to the pr ovisions of this Act, the enactments mentioned in the Second Schedule to this Act are hereby repealed to the extent specified in the third column of that Schedule:

Provided that this repeal shall not take effect in any part of His Majesty's Dominions until this Act comes into operation in that part.

Short title and commencement.

37. (1) This Act may be cited as the Copyright Act, 1911.

(2) This Act shall come into operation—

(a) in the United Kingdom on the first day of July nineteen hundred and twelve or such earlier date as may be fixed by Order in Council;

(b) in a self-governing Dominion to which this Act extends, at such date as may be fixed by the Legislature of that Dominion;

(c) in the Channel Islands, at such date as may be fixed by the States of those Islands respectively;

(d) in any other British possession to which this Act extends on the proclamation thereof within the possession by the Governor.

SCHEDULES.

FIRST SCHEDULE.

EXISTING RIGHTS.

Existing Right.	Substituted Right.
(*a*) *In the case of Works other than Dramatic and Musical Works.*	
Copyright	Copyright as defined by this Act.*
(*b*) *In the case of Musical and Dramatic Works.*	
Both copyright and performing right.	Copyright as defined by this Act.*
Copyright, but not performing right.	Copyright as defined by this Act, except the sole right to perform the work or any substantial part thereof in public.
Performing right, but not copyright.	The sole right to perform the work in public, but none of the other rights comprised in copyright as defined by this Act.

For the purposes of this Schedule, the following expressions, where used in the first column thereof, have the following meanings:—

"Copyright," in the case of a work which, according to the law in force immediately before the commencement of this Act, has not been published before that date and statutory

* In the case of an essay, article, or portion forming part of and first published in a review, magazine, or other periodical or work of a like nature, the right shall be subject to any right of publishing the essay, article, or portion in a separate form to which the author is entitled at the commencement of this Act or would, if this Act had not been passed, have become entitled under section eighteen of the Copyright Act, 1842.

copyright wherein depends on publication, includes the right at common law (if any) to restrain publication or other dealing with the work;

"Performing right," in the case of a work which has not been performed in public before the commencement of this Act, includes the right at common law (if any) to restrain the performance thereof in public.

SECOND SCHEDULE.

Section 36.

ENACTMENTS REPEALED.

Session and Chapter.	Short Title.	Extent of Repeal.
8 Geo. 2, c. 13.	The Engraving Copyright Act, 1734 ...	The whole Act.
7 Geo. 3, c. 38.	The Engraving Copyright Act, 1767 ...	Ditto.
15 Geo. 3, c. 53.	The Copyright Act, 1775 ...	Ditto.
17 Geo. 3, c. 57.	The Prints Copyright Act, 1777 ...	Ditto.
54 Geo. 3, c. 56.	The Sculpture Copyright Act, 1814 ...	Ditto.
3 & 4 Will. 4, c. 15.	The Dramatic Copyright Act, 1833 ...	Ditto.
5 & 6 Will. 4, c. 65.	The Lectures Copyright Act, 1835 ...	Ditto.
6 & 7 Will., 4, c. 59.	The Prints and Engravings Copyright (Ireland) Act 1836.	Ditto.
6 & 7 Will. 4, c. 110.	The Copyright Act, 1836 ...	Ditto.
5 & 6 Vict., c. 45	The Copyright Act, 1842 ...	Ditto.
7 & 8 Vict., c. 12	The International Copyright Act, 1844	Ditto.
10 & 11 Vict., c. 95.	The Colonial Copyright Act, 1847 ...	Ditto.
15 & 16 Vict., c. 12.	The International Copyright Act, 1852	Ditto.

Session and Chapter.	Short Title.	Extent of Repeal.
25 & 26 Vict., c. 68.	The Fine Arts Copyright Act, 1862 ...	Sections one to six. In section eight the words "and pursuant "to any Act for the "protection of copy-"right engravings" and "and in any such Act "as aforesaid." Sections nine to twelve.
38 & 39 Vict., c. 12.	The International Copyright Act, 1875.	The whole Act.
39 & 40 Vict., c. 36.	The Customs Consolidation Act, 1876.	Section forty-two, from "Books where-in" to "such copy-right will expire." Sections forty-four, forty-five, and one hundred and fifty two.
45 & 46 Vict., c. 40.	The Copyright (Musical Compositions) Act, 1882.	The whole Act.
49 & 50 Vict., c. 33.	The International Copyright Act, 1886	Ditto.
51 & 52 Vict., c. 17.	The Copyright (Musical Compositions) Act, 1888.	Ditto.
52 & 53 Vict., c. 42.	The Revenue Act, 1889 ...	Section one, from "Books first pub-lished" to "as provid-ed in that Section."
6 Edw. 7, c. 36.	The Musical Copyright Act, 1906 ...	In section three the words "and which has "been registered in "accordance with the "provisions of the "Copyright Act, 1842, "or of the Interna-"tional Copyright "Act, 1844, which "registration may be "effected notwith-"standing anything "in the International "Copyright Act, "1886."

THE SECOND SCHEDULE.

REPEAL OF ENACTMENTS.

(*See Section* 15)

Year.	No.	Short Title.	Extent of Repeal.
1847	XX	The Indian Copyright Act, 1847.	So much as has not already been repealed.
1867	XXV	The Press and Registration of Books Act, 1867.	In section 18 the following words namely :—"Every registration under this section shall, upon the payment of the sum of two rupees to the office keeping the said Catalogue, be deemed to be an entry in the Book of Registry kept under Act No. XX of 1847 (for the encouragement of learning in the territories subject to the government of the East India Company, by the defining and providing for the enforcement of the right called copyright therein) ; and the provisions contained in that Act as to the said Book of Registry shall apply *mutatis mutandis* to the said Catalogue.
1878	VIII	The Sea Customs Act, 1878.	Clause (*a*) of section 18.

STATEMENT OF OBJECTS AND REASONS.

The question of the amendment of the Indian Copyright Act (XX of 1847) has been considered on several occasions since 1864, on the ground that the Act was incomplete and did not provide, among other matters, for the protection of copyright in photographs, translations, newspaper telegrams, etc. Legislation, however, has been postponed in view of the possibility of an amendment of the English Acts on the subject of copyright.

In 1908 a Conference and Convention, to which Great Britain was a party, was held in Berlin with the object of bringing the domestic laws of all countries concerned into harmony with one another, so as to obtain international uniformity of treatment and the ratification of that Convention involved certain changes in the English law. Its provisions were examined by a strong departmental committee appointed by the Board of Trade, which came to the unanimous conclusion that the Berlin Convention should be accepted by Great Britain with as few reservations as possible.

An Imperial Copyright Conference was subsequently convened in 1910 containing representations of the self-governing Dominions and of the India Office, Colonial Office, etc. It endorsed the recommendation of the Board of Trade Committee, and recommended that an Act dealing with the essentials of Imperial Copyright Law should be passed by the Imperial Parliament, and that this Act should be expressed to extend to all British possessions subject to the rights of self-governing Dominions and possessions to modify or add to its provisions by legislation in certain cases affecting only procedure and remedies.

A Draft Bill was approved by the Conference and eventually passed into law as the Copyright Act, 1911 (1 and 2 Geo. 5, Ch. 46), which came into operation in the United Kingdom on 1st July 1912.

The important changes in the Act are—

(*i*) The abolition of the formality of registration of copyright.

(*ii*) The extension of the term of copyright from 42 years to one of life and 50 years, subject to certain conditions.

(*iii*) The extension of the scope of copyright.

(*iv*) The substitution of one Act for several on the subject of copyright.

The Government of India considered that the early introduction of the Act into India was desirable, both for Imperial and International as well as domestic reasons; and consulted Local Governments in regard to the modifications and additions referred to in Section 27 of the Act that might be necessary to suit the special conditions of India. In view, however, of difficulties that were experienced in

England through the non-proclamation in India of the Act of 1911 and having regard to the serious hardship and loss which might thereby be inflicted on English Authors, the Act was brought into force in India by proclamation in the *Gazette of India* on the 31st October 1912 under Section 37 (*2*)(*d*) of the Act, the question of modifications or additions being postponed for subsequent consideration on receipt of the views of Local Governments. These are in substantial agreement with those of the Government of India, who propose by virtue of the powers conferred by Section 27 of the Act of 1911 to pass the Draft Bill which embodies the modifications in and additions to the Act which are considered desirable, together with certain formal and necessary alterations due to the difference between English and Indian Administration and procedure.

It will be observed that the changes proposed are as few as possible, in view of the desirability of securing that uniformity throughout the Empire which was advocated by the Imperial Copyright Conference of 1910.

Clause 3.—This contains purely formal modifications necessary for the application of the Act of 1911 to British India.

Clause 4.—Under sections 1-3 of the Act of 1911, the term for which copyright subsists in translations is the life of the author and a period of fifty years after his death.

The special linguistic conditions of India render desirable a substantial relaxation of the above provision. The languages spoken in India are so numerous and differ so widely that the conditions which prevail cannot be compared with those in most European countries, and vernacular translations from English and from one vernacular to another are not only common, but serve the useful purpose of disseminating knowledge. It is proposed, therefore, that translations of works first published in British India should be permitted after the expiry of five years from the date of first publication, provided that two years' notice of the intention to publish a translation has been given to the author.

This proposal is considered to be a sufficient safeguard of and a reasonable compromise between rights of the author and those of the public.

Clause 5.—The provisions of Section 19 of the Act of 1911 are new, and in view of the peculiar conditions of Indian music objections have been urged against the application of this section *in toto* to Indian works. It is pointed out that it is impossible in most cases to identify the original composer or author and that the majority of Indian melodies have not been written in staff notation, except through the medium of the phonograph, and are subject to infinite variety of notation and tune. If, under these circumstances, Section 19 is adopted with its retro-active principal there may be fictitious claims of ownership in musical works and much confusion and undesirable litigation. To make it clear that in order to fall within the definition of "musical work," music must have been graphically represented, it is proposed to adopt *mutatis mutandis* the definition of the term "musical work," contained in the English Musical Copyright Act, 1902, *viz.*, "musical work means any combination of melody and harmony or either of them printed, reduced to writing."

Clause 6.—Section 18 (*a*) of the Sea Customs Act, 1878, prohibits importation in the case of books alone, the copyright whereof subsists in India. In view of the extension of the Act of 1911, to works other than books and the difference in procedure it is proposed to repeal this section and enact the appropriate provisions as the necessary modifications referred to in Section 14 (7) of the Act of 1911.

Clauses 7-12.—The provisions of section 11 of the Act of 1911 have been in the main adopted. Imprisonment, however, will in all cases be simple, and offences will be triable by a Magistrate of the first class only. It is proposed to convert the amount of English fines on the basis of £1 = Rs. 10 in accordance with the usual practice and to insert a clause exempting the case of infringement by the construction of a building from the operation of summary remedies, thus giving effect to the similar exemption provided by Section 9 of the English Act.

Clause 13.—On account of the technicalities of the subject of copyright, and of the greater finality that such a tribunal will afford, it has been considered advisable to give jurisdiction to High Courts only in all suits or civil proceedings regarding infringement of copyright.

Clause 14.—This clause, which is self-explanatory, has been added in view of a recent decision in Evans *vs.* Morris, reported in the Law Journal of 29th March 1913.

HARCOURT BUTLER.

30th July, 1913.

No. 1042 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 21st November 1913.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 8018, dated 7th instant, forwarding two copies of a Bill to modify and add to the provisions of the Copyright Act, 1911, with the Statement of Objects and Reasons, and requesting the opinions of this Chamber on the provisions of the said Bill.

I am to state that my Committee have carefully perused the various sections of this Bill, and that they have no criticisms to offer. —I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX F-5.

PUBLIC OPENING OF GOVERNMENT CONTRACTS.

No. 140.

THE CHAMBER OF COMMERCE,
KARACHI, 29th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—My Committee have under consideration the conditions under which certain Government contracts are being opened. It is understood that under ordinary conditions, Government ha[VI]ng

invited public tenders, open the tenders in the presence of such tenderers as care to be present reading out the names, conditions, quality, rates and period of delivery constituting each tender. Under such a system tenderers are assured that they are receiving fair play. Certain Departments are now said to be departing from this system and on opening are now merely announcing the name of tenderer without any details, and it is submitted that the reason and object of the public opening of tenders is thereby nullified.

I am directed to enquire the views of your Chamber as to the procedure which it is considered should be followed in such cases.—
Yours faithfully,

E. L. ROGERS,
Secretary.

No. 401 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 16th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 140, dated 29th ultimo, regarding the conditions under which certain Government contracts are being opened, and requesting the views of my Committee, as to the procedure which they consider should be followed in such cases.

2. My Committee observe that you are of opinion that the departure from the system formerly in force, whereby tenderers were permitted to be present at the opening of tenders and were made acquainted with the various details of each offer, nullifies the object of opening tenders in public, and fails to afford to tenderers the assurance that they are being treated fairly.

3. The question was fully discussed from this particular aspect, but as Government must take into consideration the stability of the tenderer, the manner in which previous contracts may have been carried out, the quality of the goods, and the ability of the tenderer to fulfil his obligations and so forth, before coming to a decision in the matter, my Committee are of opinion that it is perhaps just as

well if tenderers are not invited to be present at the opening of tenders, if the details of each offer are to be communicated to them. —I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 356.

THE CHAMBER OF COMMERCE,
KARACHI, 4th July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Government Contracts.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 16th May last on the above subject, and to inform you that as the majority of the Chambers consulted are not in favour of action being taken, the matter will not be taken up.—Yours faithfully,

E. L. ROGERS,
Secretary.

APPENDIX G.

SMOKE NUISANCES COMMISSION.

No. 2811.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 9th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith, for the information of your Chamber, a copy of this Government Notification No. 2810-A, dated the 9th April 1913, promulgating the rules under Section 11 of the Bombay Smoke-nuisances Act, 1912 (Bombay Act VII of 1912.)—I have, etc.,

J. L. RIEU,
Secretary to Government.

No. 2810-A.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 9th April 1913.

In exercise of the powers conferred by Section 11 of the Bombay Smoke-nuisances Act, 1912 (Bombay VII of 1912), and with the previous sanction of the Governor General in Council, the Governor in Council is pleased to make the following rules to carry out the objects of the said Act, namely,

I.—*Meetings of Commission.*

Ordinary meetings.

1. The Commission shall meet for the transaction of business ordinarily once in every month upon such day and at such hour as the Commission shall from time to time determine.

Special meetings.

2. The President, or the member of the Commission to whom in his absence the President may delegate his duties, may, whenever he thinks fit, and shall upon requisition made in writing by not less than three members of the Commission, call a special meeting of the Commission.

Notice of meetings.

3. (*a*) At least five days' notice of all meetings shall be given to each member. Such notice shall be sent by post or by such other method as may be convenient.

Provided that the accidental failure of service of notice on any member shall not invalidate the proceedings at any meeting.

(*b*) The notice shall set forth the business to be transacted at the meeting, and no business other than that so stated shall be transacted, except with the consent of the President.

Quorum.

4. At every meeting of the Commission four members shall constitute a quorum.

President at meetings.

5. Every meeting shall be presided over by the President of the Commission or, in his absence, by such member as the members present at the meeting shall choose from among their number to preside at such meeting.

6. The President of any meeting at which a quorum of the Commission is present may adjourn the meeting from time to time and from place to place.

Adjournment for completion of business.

7. No business shall be transacted at any meeting held in pursuance of an adjournment under Rule 6 other than that which was left unfinished at the original meeting; and it shall not be necessary to give fresh notice of such adjourned meeting.

Business to be transacted at meeting so adjourned.

8. If at the time appointed for any meeting a quorum is not present, the meeting shall stand adjourned to some future date to be appointed by the President, and five days' notice of such adjourned meeting shall be given. The members present at such adjourned meeting shall have power to dispose of all business before it, whether a quorum is present or not.

Adjournment where no quorum.

9. The President may, if he thinks fit, require that every motion and amendment be duly put in writing and be proposed and seconded before it is considered by the Commission.

Motions and amendments.

10. (*a*) Whenever necessary, the votes of the members of the Commission present in meeting shall be taken by the President, and the resolution supported by the greater number of votes shall be deemed to be the resolution of the Commission at such meeting.

Votes on resolutions.

(*b*) The President shall have a second or casting vote in all cases of equality of votes:

Provided that when votes are taken, any member present may require that the votes given on each side shall be recorded.

11. Minutes of the proceedings of every meeting of the Commission shall be drawn up and entered in a book to be kept for the purpose, and shall be submitted at the next ordinary meeting, and when approved, shall be signed by the President of such meeting.

Minutes of proceedings.

12. A copy of the minutes of every meeting of the Commission shall, as soon as possible, be transmitted to the Local Government or to such officer as the Local Government may direct.

Supply of minutes to the Local Government and to members.

13. Except on a requisition, in writing, made and signed by not less than four members, no subject of business, which has once been disposed of at a meeting, shall be reconsidered by the Commission within a period of six months from the date of such disposal.

Reconsideration of subject of business once disposed of.

14. A fee of thirty rupees shall be paid to each member of the Commission who attends any meeting of the Commission at which a quorum is present and business is transacted, and at which he is present from the beginning to the end thereof:

Fees for attendance at meetings.

Provided always that no fee shall be paid in respect of any meeting at which is transacted such business only as has been adjourned from a former meeting.

15. (*a*) The Commission shall have power to grant leave of absence to any non-official member for a period not exceeding three months.

Leave of absence and filling of vacancies.

(*b*) Where any such member has been, or is likely to be, absent for a period exceeding three months, the President shall report the fact to the Local Government, with a request that steps may be taken for filling up the vacancy.

16. (*a*) The Commission may from time to time, in accordance with a resolution passed at a meeting, appoint Sub-Committees of its members for the purpose of carrying into effect any of the provisions of the Act which the Commission is empowered to carry into effect, with such powers and under such instructions, directions or limitations as by such resolution may be defined; and may by a like resolution alter the constitution of, or dissolve, any such Sub-Committee.

Sub-Committees.

(*b*) Two members of any such Sub-Committee shall form a quorum.

II.—Powers and Duties.

Exercise of authority of the Commission.

17. For the purposes of Section 10 of the Act, the authority of the Commission shall be exercised by the President or by any of the members to whom the President may delegate his duties during his illness or his absence from Bombay:

Provided that any action taken by the President, or by any member exercising authority under this rule, shall be reported to the Commission at its next ordinary meeting.

Duties of Inspectors.

18. Every Inspector appointed under Section 5 of the Act shall—

(*a*) submit reports to the Commission regarding any specified area within which, in his opinion, it is expedient that all or any of the trades and manufactures mentioned in sub-section (1) of Section 7 of the Act should be prohibited under the said section;

(*b*) draw up and submit to the Commission a list of furnaces to be inspected under clause (*a*) of Sub-section (1) of Section 10 of the Act;

(*c*) keep records of his inspections of furnaces, and of his observations on the smoke emitted therefrom;

(*d*) submit his diaries for the information of the Commission;

(*e*) carry out the orders of the Commission as to the reporting of offences against the Act and as to obtaining the authority of the Commission before prosecution; and

(*f*) carry out orders of the Commission in respect of the inspection of any particular furnace, or class of furnaces, and in other respects generally for the purposes of the Act.

Method of dealing with reports and diaries.

19. (*a*) The President of the Commission or, in his absence, any member named by him, shall peruse the reports and diaries submitted by Inspectors, and shall issue necessary orders in accordance with the provisions of the Act.

(*b*) Such reports and diaries shall be laid before the Commission at the monthly meetings.

Submission of Commission's recommendations to the Local Government.

20. Whenever the Commission is satisfied that it is expedient that any or all of the trades and manufactures mentioned in subsection (1) of Section 7 of the Act should be prohibited in any specified area, it may submit a recommendation to that effect to the Local Government, stating reasons for making such recommendation, and giving a specification of the boundaries of such area.

III.—Emission of Smoke.

Method of determining density of smoke.

21. The density of smoke emitted from a furnace shall be determined by reference to Ringelmann's Smoke Gauge, according to the scales described below :—

Ringelmann's Smoke Gauge consists of six squares, corresponding to scales upon a white background—

Scale 1—Consists of a white square which has no black lines across it and which is all white.

Scale 2—Consists of a white square with black lines drawn across the white back-ground, vertically and horizontally 1 mm. in width and 9 mm. apart.

Scale 3—Consists of white square with black lines similarly drawn, 2·3 mm. in width and 7·7 mm. apart.

Scale 4—Consists of a white square with black lines similarly drawn, 3·7 mm. in width and 6·3 mm. apart.

Scale 5—Consists of a white square with black lines similarly drawn, 5·5 mm. in width and 4·5 mm. apart.

Scale 6—The square is entirely black.

The squares described in this scale, if held at a distance of from 30 to 40 paces from the observer, present the appearance of blacks and greys of varying density, with which the colour of the smoke emitted from a furnace may be compared.

Observation of density.

22. The smoke emitted from a furnace shall be held to be the smoke emitted from the chimney connected therewith, and its density for the purpose of the rules shall be observed at its exit from the chimney.

Limits beyond which emission of smoke becomes an offence.

23. (*1*) Smoke of the scales of density Nos. 1, 2 and 3 as determined in accordance with rule 21 may be emitted from furnaces for any time.

(*2*) Smoke of the scales of density Nos. 4, 5 and 6, as determined in accordance with the said rule, may be emitted from furnaces, for the times prescribed in respect of each such scale in the following table.

(*3*) Smoke of density varying from the scale of density No. 4 to the scale of density No. 6 may be emitted for times rateably reduced in accordance with the explanation to this rule and not in excess of the times entered in column 5 of the table, provided that smoke of the scale of density No. 6 shall in no case be emitted for times in excess of those entered in column 2.

Table of Limits of Smoke.

1	2	3	4	5
Smoke may be emitted from a chimney serving	In the case of density scale 6.	In the case of density scale 5.	In the case of density scale 4.	In the case of densities scales 6, 5 and 4 together
	For minutes per hour.	For minutes per hour.	For minutes per hour.	For minutes per hour (rateably reduced in accordance with the explanation below).
One or two furnaces ..	1	2	3	3·21
Three or four furnaces.	2	3	4	5·13
Five or six furnaces ..	3	4	5	7·05
Seven, eight or nine furnaces	4	5	6	8·97
Ten or more furnaces.	5	6	7	10·89

Explanation.—For the purposes of sub-clause (*3*) of this rule, the time during which smoke of the scale of densities Nos. 4 and 5 is emitted shall be reduced, in the case of smoke of the scale of density No. 4 in the ratio of 0·37 to 1 and in the case of smoke of the scale of density No. 5 in the ratio of 0·55 to 1.

Example.

Smoke of density scale 6 is emitted from a chimney serving ten furnaces for 5 minutes per hour, of density scale 5 for 6 minutes,

and of density scale 4 for 7 minutes. The total time during which smoke of these densities is emitted is, when rateably reduced, $5\times1+6\times0{\cdot}55+7\times0{\cdot}37$ or 10·89 minutes.

Extension of time in case of original lighting or stoking of furnaces.

24. In lighting up fires in furnaces, or in stoking furnaces to raise steam, for the purpose of commencing the work of the factory, double the time prescribed in the above table shall be allowed during the first two hours, once a day.

Furnaces of ocean-going steamers.

25. The furnaces of the main boilers of ocean-going steamers shall not be held to be furnaces within the meaning of the Bombay Smoke Nuisances Act, 1912, for a period of two hours previous to leaving moorings.

Altitude of chimneys from which smoke may be emitted.

26. Smoke shall not be emitted from a furnace at a lower altitude than 100 feet from the firing-floor level:

Provided that this rule shall not apply in the following cases:—

(1) Existing chimneys that are, in the opinion of the Commission, of sufficient height for the purpose of the Act.

(2) Furnaces in portable or travelling engines.

(3) Furnaces of engines which, in the opinion of the Commission, are intended for temporary purposes.

(4) Furnaces in steam-vessels.

(5) Any other furnaces, especially exempted by the Commission.

Issue of warning by Inspectors.

27. When it appears to an Inspector that an offence has been committed under the Act in respect of any furnace, he may serve the owner of such furnace with a written warning by registered post. Such warning shall inform the owner of the furnace of the time and date of such offence, and shall be accompanied by a copy of the record of the observation taken, and it shall inform the owner that if the offence is again committed after the expiry of a period, which shall not be less than ten days, he will be liable to prosecution under the Act:

(*i*) Provided that if, in the opinion of the Inspector, material alterations in the furnace are necessary or appliances

require to be fitted to the furnace, the period of warning may be extended to four months, or a longer period, if in the opinion of the Commission it is necessary.

(*ii*) Provided also that no warning need be given in the case of any steam-ship, locomotive or portable engine, before a prosecution is instituted.

Record of observations.

28. Records shall be kept by the Commission of the observations of the smoke from furnaces under the signature of the Inspector who has made the observations.

Numbering of chimneys.

29. A number shall be given to each chimney, and the number of each chimney from which smoke is emitted in greater density or for a longer period than is allowed by these rules, shall be reported to the Commission.

By order of His Excellency the Right Honourable the Governor in Council,

J. L. RIEU,
Secretary to Government.

APPENDIX H.

ST. GEORGE'S HOSPITAL ADVISORY COMMITTEE.

No. 4695.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 24th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, a copy of Government Resolution No. 4691 of this date, on the subject of the constitution of an

Advisory Committee for St. George's Hospital ; and to request that the Chamber may be invited to select and submit the name of a representative for nomination as member of the proposed Committee.—I have, etc.,

J. L. RIEU,
Secretary to Government.

Appointment of an Advisory Committee for St. George's Hospital, Bombay, and the opening of a Nursing Home in connection with it.

No. 4691 of 1913.

General Department,

Bombay Castle, 24th June 1913.

Resolution of Government.

The Governor in Council has for some time had under consideration the following two important questions in connection with the administration of St. George's Hospital :—

(*a*) the desirability of bringing the European non-official community into closer touch with the hospital with a view to securing the benefit of their advice in matters affecting the welfare and utility of the institution and ascertaining their special needs and requirements ; and

(*b*) the revision of the conditions under which well-to-do members of the community obtain admission to the hospital and are treated therein.

2. As regards the former of these questions, the Governor in Council is of opinion that the presence of the existing visiting Committee of the hospital, although that body has rendered much useful service in the past, is not calculated to secure to the fullest extent the object in view ; and that it is desirable that it should be replaced by a body of somewhat different status, more closely and regularly associated with the administrative staff of the hospital. After consultation with members of the community, he has come to the conclusion that an Advisory Committee should be constituted for St. George's Hospital, composed partly of non-official representatives of the European community of Bombay and partly of the medica

staff of the hospital. The Committee should meet, at regular intervals, under the chairmanship of the medical officer in charge of St. George's Hospital, who will be known as the Superintendent. The duty of the Committee will be to advise, either on reference being made to it or on its own initiative, with regard to all matters connected with the welfare of the institution. The precise constitution of this body, its functions and the conditions under which it will exercise them are defined in the set of rules appended to this Resolution. The Governor in Council hopes that this arrangement, which will have the effect of bringing the non-official European community into closer touch with the administration of the European General Hospital, will be attended by results beneficial to the future welfare and utility of that institution.

3. In connection with the second question, it is necessary to recall the fact that the original object with which St. George's Hospital was founded by the Honourable East India Company was to minister to the medical needs of the servants of the Company and of the seamen from the ships in the harbour, and that at no time has any declaration proceeded from Government that the institution was intended for any other purpose. The establishment and development in later times of a large European and Anglo-Indian non-official community in Bombay has, however, gradually modified the scope of the hospital to this extent that, subject to the prior claims of the classes abovementioned, members of this community are now admitted to the hospital for treatment. But the essential principle on which this concession has been extended has always been that the hospital is intended primarily for the accommodation of those members of the community, who are unable to pay for proper medical or surgical treatment from their own unaided resources; and, although in process of time the practice has grown up of admitting well-to-do persons and enforcing in their case a scale of charges graduated according to the class of accommodation provided, the payments thus exacted take no account of the professional services rendered to the individuals admitted, and thus fall far short of what the latter would be called upon to pay in any private institution correspondingly staffed and equipped.

4. The origin and development of the practice in question are principally due to the fact that private enterprise has so far failed

to secure in Bombay the establishment of any institutions corresponding to the private nursing homes in England in which well-to-do patients can be treated under suitable conditions by their chosen medical attendants. In the absence of such institutions it has been found impossible, without undue hardship, to refuse admission to patients, although they may not have belonged to either of the classes for whose benefit the institution is primarily maintained. On the other hand, the prevalence of this practice has undoubtedly operated as a direct obstacle to the establishment of such institutions; for, so long as patients are admitted to St. George's Hospital at rates which represent a fraction only of the actual cost of their accommodation and treatment, no unaided private institutions can enter into competition with it on terms that will admit of their being financially self-supporting. There is, therefore, little hope that the demand for accommodation in the hospital on the part of the well-to-do members of the European and Anglo-Indian community will diminish, so long as the present practice regulating their admission continues in force.

5. Apart from this question, Government understand that there exists among the community some dissatisfaction with the present arrangement whereby admission to St. George's Hospital, which, in the circumstances explained, is in many cases unavoidable, involves the restriction of the choice of a medical attendant to the necessarily limited staff of the hospital. It appears to have been felt that there should be some provision whereby a patient who is under the necessity of seeking admission to the hospital, would be free to requisition, on payment, the services of the best medical or surgical talent locally available. In the light of the explanation as to the original design of St. George's Hospital, the Governor in Council is unable to admit the validity of such criticism and dissatisfaction as has been levelled at the management and administration of the hospital. The officers responsible for its government have conscientiously given effect to their instructions, and the Governor in Council is satisfied that, in so far as the objects for which Government have hitherto maintained this hospital are concerned, there is no fault to be found with its administration. On the other hand, it must be recognized that, with the growth of the community, and the development of arrangements for medical relief elsewhere, the organization of St. George's Hospital requires revision. In order, more particularly,

to place on a more satisfactory basis the general question of the admission of well-to-do patients to the Hospital, the Governor in Council has decided to introduce the following arrangements.

6. In future a portion of the hospital will be separately administered as St. George's Nursing Home under the management of the Advisory Committee referred to above. Inmates of this home will be in sole charge of their medical attendants, whom they will select from among a list of Physicians and Surgeons who will be appointed by Government as Honorary Physicians and Surgeons to St. George's Nursing Home. The fees of such honorary medical officers will in every case be a matter of private arrangement between the patient and his attendant. The charges payable for accommodation in the home will consist of—

(*a*) A fixed daily fee, which will cover rent, the supply of furniture, bedding, food and the services of the ordinary nursing and the menial staff of the home.

(*b*) The actual cost of apparatus and drugs, of stimulants and o surgical dressings.

(*c*) Fees levied in accordance with a fixed scale, for extra nursing, the latter being obtained from the private staff of the St. George's Hospital Nursing Association.

The Advisory Committee should be requested, as soon as it comes into being, to draw up, for the sanction of Government, a set of rules governing the admission of patients to, and their treatment in, the St. George's Nursing Home, and to incorporate in the rules the charges to be levied for accommodation.

7. The Governor in Council earnestly hopes that the scheme described above, which will be brought into force at an early date, will furnish the solution of what has for some time past been a difficult problem in connection with the administration of the European General Hospital. It is designed to secure the continued maintenance of the hospital as an institution for the medical relief of those classes —Government servants and the poorer section of the European and Anglo-Indian community—who have special claims on Government in this matter, and for whose benefit it was originally founded ; while it aims at the provision, for those patients who are able and willing

to pay for them, of the facilities and advantages incidental to a nursing home, which are at present non-existent in Bombay. If in course of time the adoption of this scheme should, by opening the field to private enterprise, lead to the establishment in Bombay of efficient private nursing institutions, Government will gladly welcome this result of their present decision. Such a development would relieve them of a responsibility which only the special requirements of the situation constrain them to assume. It is a responsibility which was not within the scope of the original design of the hospital and which is in England undertaken by private agency. The establishment of private nursing institutions of this character would also be welcomed as rendering possible the exclusive utilization of the resources of St. George's Hospital to meet the growing demands which the relief of the poorer section of the European and Anglo-Indian community may be expected to impose on that institution.

8. In issuing these orders for the constitution of a Nursing Home the Governor in Council does not desire in any way to modify or restrict the orders issued in appointing a staff of Consulting Physicians and Surgeons to St. George's Hospital. The services of these consultants will be available, as heretofore, for the benefit of the inmates of the hospital.

9. This Resolution should be placed on the Editors' Tables and published in the Supplement to the *Bombay Government Gazette*.

J. L. RIEU,
Secretary to Government.

ACCOMPANIMENT TO GOVERNMENT RESOLUTION, GENERAL DEPARTMENT, No. 4691, DATED THE 24TH JUNE 1913.

Rules regulating the constitution, functions and proceedings of the Advisory Committee for St. George's Hospital, Bombay.

(*Vide* paragraph 2 of the Resolution.)

1. The Advisory Committee shall consist of five members.

2. The Superintendent and the Physician or Surgeon (as the case may be) of St. George's Hospital for the time being shall be *ex-officio* members of the Advisory Committee. The three remaining members shall be nominated by Government.

3. The nominated members shall hold office for the period of one year and shall be eligible for re-nomination.

4. The functions of the Advisory Committee shall be to advise whether, on reference being addressed to it or on its own initiative with regard to all matters connected with the welfare of St. George's Hospital.

5. The Advisory Committee shall ordinarily meet once a month for the transaction of business, but the Chairman may at any time, and shall on the requisition of not less than three members convene an extraordinary meeting.

6. It shall be open to any member of the Committee to bring before it any matter affecting the hospital or the comfort and welfare of the patients ; and such matter shall be discussed and the decision of the Committee with regard to it acted upon by the Superintendent of the hospital or referred to the Surgeon-General as provided hereinafter.

7. In any case where the Superintendent has not the power to give effect to a decision of the Committee, such decision shall be communicated to the Surgeon-General for his orders or for the orders of Government as the case may be.

8. In any case where the decision of the Committee is in conflict with the opinion of the Superintendent, such decision may, at the discretion of the Superintendent, be communicated to the Surgeon-General for his orders or for the orders of Government.

9. There shall be a Ladies' Visiting Committee for the women's wards of the hospital, and all recommendations and reports made by it shall be submitted to the Advisory Committee for such action as the latter may consider necessary.

No. 589 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 9th July 1913.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour on behalf of my Committee to acknowledge the receipt of your letter No. 4695 of the 24th ultimo, inviting

this Chamber to select and submit the name of a representative for nomination as Member of the proposed Advisory Committee in connection with St. George's Hospital and to state in reply that the matter is receiving attention and a definite answer will be sent later.

2. In connection however with Government Resolution No. 4691 of the 24th ultimo, received with your letter above referred to, my Committee would be greatly obliged if they could be favoured with information on one or two points which are either touched upon in the Resolution or arise out of it.

3. Is the Nursing Home, for instance, as referred to in paragraphs 5 and 6, really intended only for the "well-to-do" or is it within the power of the Advisory Committee to draw up a scheme for the sanction of Government which might perhaps include private nursing wards to which patients could be admitted with the same privileges as are referred to in para. 6, but at a much more moderate fee. If a recommendation of this character is within the power of the Committee, is it the desire of Government that some such scheme should be formulated for the benefit of people of moderate means who, in many cases, are compelled to go to hospital in times of sickness, in the absence of sufficient and suitable accommodation in their own homes.

4. Then, as regards the private rooms now obtainable at Rs. 10 in which patients are treated by the medical staff of the Hospital, are these to be abolished or is their character altered under the Resolution; or if not is it within the power of the Advisory Committee to recommend that they should be abolished or changed. My Committee do not favour any change in this class of accommodation and will be glad to know exactly what is intended as regards the future. They also understand that no change is intended in those general wards where fees are now charged on a sliding scale from Re. 1 to Rs. 4.

5. My Committee will also be glad to know if any scheme is under contemplation to strengthen and increase the medical and the surgical staffs at the Hospital for the benefit not only of those who

pay for special accommodation at Rs. 10 or less in private rooms or wards but for those who are compelled by necessity to use the free wards of the Hospital.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 232 P. of 1913.

GENERAL DEPARTMENT,
POONA, 11th July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 589, dated the 9th July 1913, on the subject of the recent orders of Government in connection with St. George's Hospital.

2. In reply I am to state with reference to paragraph 3 of your letter that it is designed that the Advisory Committee shall be asked, when framing a set of rules for the administration of the proposed Nursing Home, to consider the practicability of and arrangement whereby, in addition to separate rooms for individual patients, a general ward would be opened the charges for accommodation in which would be on a lower scale. Such an arrangement would, it is believed, meet the case of those less well-to-do patients who desire to enter the Nursing Home but whose means do not admit of their incurring the higher charges prescribed for accommodation in the private rooms.

3. With regard to the enquiry contained in your fourth paragraph I am to say that it is the intention of Government that the Nursing Home should supersede the existing private rooms for which a daily fee of Rs. 10 is charged, the retention of the latter being inconsistent with the principles which, as indicated in paragraph 7 of the Government Resolution, should govern the admission of patients to the hospital. The existing system of general wards with a graduated scale of charges will, however, be retained, but the question of a revision of the scale will be considered. It will be open to the

Advisory Committee, to make such recommendations on this as on any other subject affecting the general welfare and administration of the hospital as they may think proper.

4. In answer to the enquiry contained in your concluding paragraph I am to say that a proposal is under consideration (in connection with the redistribution of the medical districts at the Presidency consequent on the withdrawal from the Presidency Surgeons of the duty of certifying the age of factory children,) to attach one of these officers to the medical staff of St. George's Hospital.

5. The Chamber will thus see that an important part of the changes adumbrated in the Government Memorandum is the establishment of the Advisory Committee to which the Chamber has been invited to nominate a member. It would appear that the importance of that Committee and of its functions has hardly been appreciated; but it is the view of Government that it would be premature to give more definite replies to the enquiries contained in your letter in so far as they relate to details which will be determined only on the advice of a body which it is hoped will be fully representative of European opinion in Bombay.—I have, etc.,

J. L. RIEU,
Secretary to Government

A BRIEF SUMMARY OF THE PROCEEDINGS OF A SPECIAL MEETING HELD ON WEDNESDAY, 16TH JULY 1913, IN THE ROOMS OF THE CHAMBER IN CONNECTION WITH THE ST. GEORGE'S HOSPITAL.

The Chairman, the Hon'ble Sir Charles Armstrong, expressed the indebtedness of the members to the Hon'ble Mr. Claude Hill for arranging to meet them and invited expressions of opinion from those who were present.

Dr. Stanley Reed said he wished to make it clear that they did not desire in any way to criticise what had happened in the past and were solely concerned with the future. The main point they desired to emphasise was the increasing of the staff of the St. George's Hospital so as to secure special professional advice in medicine and surgery with the division of the functions of the medical officers in charge of each branch. With regard to the Advisory Committee, he

desired to suggest that in order for it to be effective, Government should regard it as specially representative of the community which used the hospital and treat its recommendations accordingly. He was quite certain that this practice would be followed as long as the Hon'ble Mr. Hill was a Member of the Council, but in the past, occasions had occurred when the recommendations of Advisory Committees were brushed aside by Government on the advice of their specialist officers. He also expressed the hope that it might be possible to secure in the paying wards the services of Surgeons on the consulting list for actual operations, when the operations required were of a very special nature coming within the province of the Consulting rather than of the Hospital Surgeons. In such cases of course Consulting Surgeons would have to be paid the usual fees. The real need of the community was for the strengthening of the professional staff rather than for the provision of a Nursing Home, although now the latter would be valuable if the scale of charges brought it within the means of the resident English Community.

The Hon'ble Mr. J. P. Chrystal expressed his entire acquiescence in what had been said by the previous speaker. The primary need of the Hospital was the strengthening of the professional staff so as to secure expert treatment in both medicine and surgery. He also endorsed everything which had been said with regard to the status of the Advisory Committee, because unless it were clearly laid down that the recommendations of the Advisory Committee would not be ignored, its capacity for useful service would be greatly impaired.

The Hon'ble Mr. W. L. Graham suggested that the members of the Advisory Committee should be larger than five as proposed because otherwise, owing to the absence of members from Bombay, it might be difficult to obtain attendance. For instance the Bombay Trades Association and the European Defence Association might each be given a representative upon it.

Mr. L. H. Savile suggested that it was hardly necessary to constitute two Committees for the St. George's Hospital and proposed that the existing Committee of the St. George's Hospital Nursing Association enlarged, if necessary, should be entrusted

with the functions which it is proposed to vest in the Advisory Committee.

The Rev. Canon Barham said that he thought that too much emphasis had been laid upon the treatment of the well-to-do. He had been visiting at the Hospital for the past seventeen years and he recalled no instance where the privileges of the Hospital had been abused. Looking back over this long period, he felt confident that neither in the free wards, the four rupee wards, nor the ten rupee wards had anybody unfairly taken advantage of the facilities of the Hospital. The large majority of those using the paying wards were Captains of vessels and men of that class whose incomes varied from Rs. 350 to Rs. 500 per mensem, and in view of the other expenses they had to meet, it would be quite impossible for them to pay any higher scale of fees. For this reason he felt that the proposed Nursing Home could not be largely utilised, because there were few people who could afford to meet the necessary charges. He wished at the same time to say that he had heard very few complaints with regard to accommodation provided, or the manner in which the Hospital was administered. He was convinced that the duties imposed upon the physician in charge were too heavy for one man to discharge, and that the staff needed strengthening. He also thought that the Nursing Home would be a mistake and the ten rupee wards should be maintained because they were a convenience.

Mr. A. H. Froom strongly supported the view that the medical staff at the Hospital should be strengthened and expressed his own opinion that the value of the Nursing Home would be extremely small.

The Hon'ble Mr. Hill expressed his pleasure at coming to Bombay and meeting the Committee of the Chamber and the other gentlemen they had invited to be present. It was possible by this means to get into closer touch and sympathy with the sentiments of the community which used the Hospital. With regard to the general tenor in the discussion, it was the intention of Government to strengthen the medical staff at the Hospital. The Government of Bombay had this question under consideration last December before the leader in the "Times of India" gave prominence to this subject. It was the intention of Government to associate with the medical staff of the

Hospital one of the Presidency Surgeons who would be selected so as to secure expert professional skill in medicine and surgery and to secure as far as possible the division of these branches between the two senior medical officers. This was one of those questions on which suggestions by the Advisory Committee would be most welcome, although perhaps they would not ordinarily go into administrative detail. With regard to the Advisory Committee, Government fully recognised that it must be treated as reflecting the views of those who had to use the Hospital. In spite of what had happened in the past he could assure the members that the Advisory Committee would be regarded by Government as affording them an insight into the views of the European Community. It would in fact be a link between Government and the Community. It was impossible for Government fully to declare their intentions in the Press Note which had been issued, because the association of one of the Presidency Surgeons with the Hospital Staff involved questions of pay and allowances which had to be referred to the Government of India. For this reason the Government put forward in the Press Note only the other main features of their scheme which were the constitution of an Advisory Committee and the establishment of a Nursing Home. In spite of what had been said, he felt convinced there was room for a Nursing Home. It was not proposed to incur any great expenses on this object at first. He had seen the Hospital that morning and suggested that five rooms in the women's wing should be set apart in the first place. The scale of fees would be settled after consultation with the Advisory Committee, but it was tentatively suggested that an inclusive charge of Rs. 16 a day should be made, except in those cases where special nursing was necessary. This would cover all ordinary charges except the medical attendance which would be a matter between the patient and his Doctor and special nursing where required. A suggestion had been made that the number of the Advisory Committee should be increased. On this the Government had quite an open mind and would consider any suggestion which might be put forward but it was apparent that there was division of opinion. He deprecated the amalgamation of the Committee of the St. George's Hospital Nursing Association with the Advisory Committee, because, as had been pointed out in the discussion, its functions were different; for instance, it had to control the large private Nursing Staff. He

asked those present to remember that the State, that is to say, the Bombay Government, has to look at these things from the standpoint of the general tax-payer who supplies the funds for the maintenance of the European General Hospital, and it was for this reason that in the Government Memorandum an explanation was given of the original objects of establishing the Hospital so far as the *free* treatment of patients was concerned. Much of the misunderstanding that had been apparent since the issue of the Press Note was due to the supposition that it was contemplated to restrict in future the utility of the Hospital to those who resorted to it as paupers or coming within the categories specified. That of course was not the case.

In so far as the claim made on behalf of the European public demanding the right, irrespective of the staff provided for the Hospital, to call in their own medical attendants, it was obvious and must be obvious that it could only be substantiated in respect of that section of the European public which was willing and able to pay for such special privileges, and in order, so far as was legitimate, to meet the case of these, Government after conferring with one or two representatives of the European Community devised the scheme of the Nursing Home for paying patients which was explained in the Memorandum of Government.

The other aspect of the Hospital's administration which it was sought to explain in the memorandum was the establishment of an Advisory Committee by the constitution of which it was hoped to modify the administration of the Hospital at large in such direction and manner as might be found desirable and practicable as it was felt that the old Visiting Committee did not constitute an effective link between Government and its administration of the Hospital on the one hand, and the European public of Bombay on the other. Except as might hereafter be advised by the Advisory Committee, upon which the Chamber of Commerce would be represented, the Hospital Administration will, so far as Government are concerned, continue as hitherto; that is to say, that all portions of the Hospital save those reserved for the Nursing Home, will continue to be administered as Wards, private, semi-private or public, and, subject to any changes introduced by the Committee, there was no desire or intention to alter the sliding scale of fees at present in force.

Whether the Rs. 10 private wards would be retained precisely on the present footing would depend largely on the Committee's advice. In fact, the European General Hospital would in future consist of (1) Nursing Home for those who are able to pay, (2) private and semi-private wards graded as hitherto, and (3) public wards; and the staff which will administer (2) and (3) will consist of the Resident Surgeon, the Superintendent (who will either be Physician or Surgeon) and a Presidency Surgeon (who will be either Surgeon or Physician). Consultations can always be demanded or can be arranged for by the staff at their discretion. In the interests of the less well-to-do members of the community, who could not afford the Nursing Home, but desired the greater comfort of semi-private wards, it would be for the Committee to assist in regulating the fees for the latter.

Mr. Hill desired to add that the staff of St. George's Hospital was selected on precisely the same principles as the staff of the Jamsetjee Jeejeebhoy Hospital, and that the staffs of these two Hospitals were interchangeable in the true sense of the term. It is a misconception of terms to describe any officers selected to either of these staffs as a "general practitioner" since in no case are they selected except for special capacity in particular directions and generally from those officers who have already distinguished themselves in charge of large general Hospitals. The recent Senior Medical Officer, European General Hospital was, before his appointment there, for a considerable time in the Jamsetjee Jeejeebhoy Hospital, and for part of that time was Senior Surgeon, and Major Novis, now a "Specialist" in the Jamsetjee Jeejeebhoy Hospital, before his appointment there, was Resident Surgeon at the European General Hospital.

On the other hand it was wholly impossible, for administrative and other reasons, to adopt a suggestion which had been made that the Jamsetjee Jeejeebhoy Staff should be made available for assisting in the administration and work of the European General Hospital. The Jamsetjee Jeejeebhoy Hospital was built and endowed for particular purposes. European patients are not excluded, but, for the reason that the wards cannot be specially adapted for Europeans, and were designed for Indians, they are not admitted in practice except in critical cases which are always admitted. The Jamsetjee Jeejeebhoy Hospital works in association with the Grant Medical

College and the staff of the former is also the staff of the latter. In future, the members of the Jamsetjee Jeejeebhoy staff will all be available, for consultations in the European General Hospital and for attendance on patients in the St. George's Nursing Home.

In conclusion, Mr. Hill again thanked the Chamber for their kindness in allowing him to explain matters to them personally and expressed the hope that it would be generally admitted that in the arrangements now devised Government had made a fair and reasonable provision for paying patients who want the comforts of the Nursing Home and that, in the staff of the Hospital, Government were making the fullest provision compatible with the circumstances for the treatment of the less well-to-do classes while maintaining the original objects with which the Hospital was established.

Dr. Stanley Reed said he was confident that, having heard the policy of Government explained by Mr. Hill, they would agree that the proposals of Government were not only just, but generous: and that they were under a deep obligation to H. E. the Governor for the liberality with which he had dealt with this question (hear, hear).

The Chairman endorsed this view and expressed the thanks of the Chamber to the Hon'ble Mr. Hill for his kindness in being present.

No. 667 OF 1913.

CHAMBER OF COMMERCE,
BOMBAY, 28th July 1913.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 4695, dated 24th ultimo, forwarding a copy of Government Resolution No. 4691, on the subject of the constitution of an Advisory Committee for St. George's Hospital.

In compliance with the request contained in your letter I am to state that Dr. Stanley Reed has been invited to represent this Chamber on the proposed Committee.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 7705.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 25th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to the correspondence ending with your letter No. 667, dated the 28th July 1913, I am directed to forward herewith, for the information of the Chamber of Commerce, Bombay, and for communication to Dr. Stanley Reed a copy of Government Resolution No. 7704 of this date, appointing the Advisory Committee for St. George's Hospital.—I have, etc.,

J. L. RIEU,

Secretary to Government.

Appointment of an Advisory Committee for St. George's Hospital, Bombay.

No. 7704.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 25th October 1913.

Read again Government Resolution No. 4691, dated the 24th June 1913.

Resolution.—The Governor in Council is now pleased to appoint the Advisory Committee for St. George's Hospital, Bombay, composed of the following members :—

The Surgeon Superintendent of St. George's Hospital. } *President and Member ex-officio.*

The Physician on the staff at St. George's Hospital. } *Ex-officio.*

The Hon'ble Sir Henry E. Procter, Kt.

The Hon'ble Mr. J. P. Chrystal.

Dr. Stanley Reed.

2. The attention of the Advisory Committee should be invited to paragraph 6 of the resolution cited in the preamble and they should be requested to draw up, for the sanction of Government, a set of rules governing the admission of patients to, and their treatment in, the St. George's Nursing Home, and to incorporate in the rules the charges to be levied for accommodation.

J. L. RIEU,
Secretary to Government.

APPENDIX I.-1.

TARIFF VALUATIONS OF SUGAR.

No. 79 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 23rd January 1913.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA,
Calcutta.

SIR,—Under instructions from my Committee I have the honour to address you with reference to the Tariff valuations of white crystal sugars.

With the system now in force, the Tariff valuations of each class of sugar for any calendar year are fixed in accordance with the average market value of the imports of each class during the year ending on the previous September 30th, and on this basis the valuations for 1913 of the 3 classes of ordinary white sugars imported into India are fixed as follows :—

(*a*) Sugar Beet, Rs. 13-12-0.

(*b*) Sugar Java 23 D.S. and above, Rs. 11-8-0.

(*c*) Mauritius D.S. 16 and over, Rs. 13-4-0.

2. As a matter of fact, these three classes of sugar are very approximate in real value. The Beet and Java may be taken as equal in value, and Mauritius as 4 annas per cwt. less. Confirmation of these values will, no doubt, be received in response to any enquiries Government may be pleased to make, and in support of them I am to refer to the following Tariff valuations of these classes, which existed when such valuations were fixed at the discretion of Government :—

	Beet.	Java, Whites.	Mauritius.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
1908	9 8 0	9 10 0	9 4 0
1909	10 0 0	10 0 0	9 12 0
1910	10 4 0	10 0 0	9 12 0
1911	10 4 0	10 0 0	10 0 0
1912	10 0 0	10 4 0	9 12 0
1913	13 12 0	11 8 9	13 4 0

It will be seen that the valuations of Java and Beet were practically the same, Beet being valued sometimes higher and sometimes lower than Java. Mauritius was valued at annas 3 less than Beet and from annas *nil* to annas 8 less than Java and in every year it was valued at exactly annas 4 less than one or other of these two classes.

I think it may therefore be fairly accepted that Java and Beet are of the same value, and Mauritius annas 4 less.

3. In view of these facts it is obvious that the Tariff valuations for 1913, do not represent the true value of the three different classes of sugar, and as will be seen from the annexed statement, this is due to the fact that the bulk of the imports of Beet and Mauritius Sugar happened to come at a time when the market was at its highest. The total of Beet Imports during the 12 months only amounted to 3,122 tons as against 291,532 tons of Java, Whites.

4. In view of the fact that the values of these sugars are approximately the same, as shown above, it seems to my Committee very desirable that the Tariff valuations should approximately be the same, otherwise considerable hardship may be inflicted on individuals and trade may be unduly interfered with ; and as this can be achieved

without any departure from the principles involved in the present system of fixing Tariff valuations and without affecting the amount of revenue to which Government are entitled, my Committee hope Government will see their way to adopt the system which is outlined as follows:—

5. As far as classification and statistics are concerned, no alteration need be made from present methods; but in the Customs Circular issued monthly a footnote might be added showing the three classes grouped together.

Thus to the Customs Circular for the month ending 30th September 1912, (Government of India Gazette, p. 2090) would be added a note to the following effect:—

Sugar crystallised Beet, Java 23 D.S. and above; Mauritius 16 D.S. and over.	7,507,301 cwt., Val. Rs. 8,92,99,811 = Rs. 11-14-0 per. cwt.

The Tariff valuation so ascertained for 1913 would be approximately—

Beet, ... 63,448 Java, Whites ... 5,830,658	cwt. at Rs. 12 =	Rs. 7,07,29,272
Mauritius 1,613,195 cwts. at Rs. 11-12-0	=	,, 1,89,55,040
		Rs. 8,96,84,312.

The statement annexed shows (A) the total imports of each class in each month with the market prices for the month. It also shows (B) the average value of the three classes for the year, and (C) the Tariff valuations which would have been in force for 1913 if the proposed system were now in force.

4. I am also to add that the system of fixing Tariff valuations would in the opinion of my Committee be very materially improved if Government could see their way to adopting a 3 years' average, instead of only one.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

Total imports of ordinary white crystal sugar into India and the average value per cwt. for the month of:—

	Sugar Crystallised Beet.		Java 23 D. S. and above.		Mauritius=16 D. S. and over.	
	Quantity.	Avg. net Value per Cwt.	Quantity	Avg. net Value per Cwt.	Quantity	Avg. net Value per Cwt.
A.	Cwts.	Rs. a. p.	Cwts.	Rs. a. p.	Cwts.	Rs. a. p.
October 1911 ...	...	.....	733,373	12 3 3	84,503	13 12 5
November 1911 ...	...	.....	535,918	12 11 1	8,416	13 11 0
December 1911 ...	203	17 8 0	405,410	12 12 0	29,621	13 10 0
January 1912 ...	15	11 12 0	459,094	12 12 0	167,463	13 4 0
February 1912 ...	960	14 8 0	147,042	12 12 0	18,209	12 4 0
March 1912 ...	203	14 4 0	297,512	12 12 0	263,049	14 4 0
April 1912... ...	3,150	14 8 0	440,929	13 12 0	334,238	13 8 0
May 1912	47,986	13 12 0	95,634	13 12 0	479,338	13 4 0
June 1912	6,019	12 12 0	88,371	12 12 0	31,895	12 12 0
July 1912	4,912	13 8 0	491,816	11 0 0	53,030	10 12 0
August 1912 ...	...	.....	848,079	9 12 0	10,016	9 12 0
September 1912 ...	...	.....	1,286,489	9 8 0	133,417	9 8 0
Average of year...	63,448	13 12 0	5,839,658	11 8 0	1,613,195	13 4 0

B. Total ... 7,507,301 Cwts. Value ... Rs. 8,92,99,811 = Rs. 11-14-0

C. Total—

Beet	... 63,448	Cwt. at Rs. 12-0-0 = Rs.	7,07,29,272
Java White ...	...5,830,658		
Mauritius ...	...1,613,195	„ at Rs. 11-12-0 = Rs.	1,89,55,040
	7,507,301	Rs.	8,96,84,312

TELEGRAM, dated 10th February 1913.

From the DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,

Calcutta.

To the SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Your letter of 23rd January about Sugar valuation, does your Committee desire that the scheduled valuations should be altered with reference to 1913, or that system for future years should be reconsidered.

TELEGRAM, dated 15th February 1913.

From the SECRETARY, BOMBAY CHAMBER OF COMMERCE,

To the DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,

Calcutta.

Your telegram of tenth regarding Sugar valuations. Committee desire that system for future years should be reconsidered.

No. 1580.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA.

CALCUTTA, 17th March 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 79, dated the 23rd January 1913, regarding the valuation of sugar for customs purposes, I have the honour to state that the proposals, referred to therein, were submitted to the Government of India, who, after a careful consideration of the matter, have decided that it is undesirable to make any change in the present arrangement on the experience of a single and very abnormal year.—I have, etc.,

FREDERICK NOEL-PATON,
Director-General of Commercial Intelligence.

APPENDIX I-2.

TARIFF REVISION.

No. 1154 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 18th December 1913.

R. F. L. WHITTY, ESQ., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—Under instructions from my Committee, I have the honour to address you with reference to the annual meeting held in November, in the rooms of this Chamber, to discuss tariff valuations for the coming year with the Director-General of Commercial Intelligence and the Customs Authorities.

2. To deal with this question, a strong and representative Committee of Importers is always appointed by this Chamber, but the result of the meetings for many years has been disappointing, for the Director-General of Commercial Intelligence and the Customs Authorities have never been able to accept, for certain articles, the views of our Importing Members, nor, as a result of the meeting has any material modification—if indeed any at all—been made in the valuations they themselves have put forward, and which have appeared to my Committee to be based on erroneous premises. This being so, the time has come either for a full discussion of the point at issue or for some different method of consultation with importers, by whom the import duty has to be paid. My Committee and the experts appointed for the meeting held last month, have considered the matter and are unanimously of opinion that it is no use attempting in future to deal with it at an annual meeting, until both sides are agreed as to the true basis for valuations not only of the articles in question, but of imports generally, and so long as Importers and the Customs are at variance on this point a meeting is a useless formality which should be discontinued.

3. If, however, the point at issue can be settled, my Committee would suggest that in future one month's notice should be given of intended alterations instead of the usual two or three days, so

that if there is any difference of views, correspondence may be carried on between Importers and the Customs, to be followed, if necessary by a meeting at which any matter in dispute could be finally settled on the weight of evidence. As, however, the question of valuations is one affecting the whole of India, my Committee would also suggest that the views of importing merchants at the different ports should be collected and circulated with full information by the Custom on their proposed rates in cases were there is divergence of opinion, so that fair valuations may eventually be fixed. In the past, the views of other Importers have not been known when the question has been under discussion in Bombay, and as nothing passes in the way of correspondence from this Chamber other Chambers must have been ignorant of the valuations put forward in Bombay, and of the reasons supporting them.

4. A different system should, therefore, be organized at once, if it is really desired that the trade should acquiesce in the matter and it is with this object in view that I am now instructed to address you.

5. The point at issue in the past, especially as regards the particular articles alluded to in the 2nd paragraph is the meaning of the term "local wholesale market value" which my Committee contend is the highest price at which a first seller in the Bazaar after importation is disposing of his goods wholesale; and as the import duty has to be paid by the importer, there can, in their opinion, be no other meaning of this term for the purposes of duty to be paid on importation on the wholesale market price.

6. If this question is one which must be taken up with the Government of India, my Committee trust that the Customs Authorities will lose no time in making a representation on the subject so that tariff valuations in future may be assessed on a basis satisfactory to all concerned.

7. If, however, the Customs Authorites can put forward an alternative suggestion in this connection, my Committee will be very glad to consider it. They feel, however, that the present method of consultation has broken down and should not, in their opinion, be continued.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 1155 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 19th December 1913.

The HON'BLE MR. W. H. CLARK, C. M. G., C. S. I.,
Simla.

SIR,—I am directed to send you herewith for information a copy of a letter which this Chamber has addressed to the Collector of Customs, Bombay, in connection with the annual meetings which are held in these rooms for the purpose of discussing the tariff valuations for each ensuing year.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

Similar letters to the Director-General of Commercial Intelligence and the Bengal, Madras and Karachi Chambers of Commerce.

REVISED TARIFF SCHEDULE.

No. 10813-128.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

NOTIFICATION.

Dated Delhi, the 20th December 1913.

In exercise of the powers conferred by sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896) and as further altered from time to time by Notifications of the Governor General in Council, the Governor General in Council is pleased to fix, with effect from the 1st January 1914, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

R. E. ENTHOVEN,
Secretary to the Government of India.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	Animals, living.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free
	Articles of Food and Drink.			
2	COFFEE	cwt.	42 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	„	80 0	„
	„ in the shell	„	20 0	„
	„ (kágazi)	„	70 0	„
	Cashew or cajoo kernels... ...	„	28 0	„
	Cocoanuts, Straits	thousand.	70 0	„
	„ others	„	65 0	„
	„ kernel (khopra) ...	cwt.	22 0	„
	Currants	„	22 0	„
	Dates, dry, in bags	„	7 0	„
	„ wet „ baskets and bundles ...	„	6 0	„
	„ „ in pots, boxes, tins and crates	„	8 0	„
	Figs, Persian, dried	„	9 0	„
	Garlic	„	6 0	„
	Hops	...	...	Free.
	Pistachio nuts	cwt.	37 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	...	*ad valorem*	„
	Raisins, black	...	„	„
	„ kishmish, Persian Gulf...	...	„	„
	„ Munakka „ „ ...	cwt.	11 0	„
	„ other sorts	...	*ad valorem*	„
	Walnuts, all descriptions ...	...	„	„
	All other sorts of fruits and vegetables	...	„	„
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink —*contd.*			
6	PROVISIONS, OILMAN'S STORES, AND GROCERIES—		Rs. a.	
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	,,	,,
	Bêche de mer	...	,,	,,
	Butter	lb.	1 4	,,
	Cassava, Tapioca or Sago ...	cwt.	12 0	,,
	Cheese	...	*ad valorem*	,,
	China preserves in syrup ...	cwt. (nett)	24 0	,,
	,, ,, dry, candied ...	lb.	0 5	,,
	Cocum	cwt.	4 8	,,
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	75 0	,,
	Margarine	...	*ad valorem*	,,
	Pork hams...	...	,,	,,
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	,,
	Vinegar, in casks	..	*ad valorem*	Two and one-half per cent.
	,, not in casks— Persian	...	,,	Five per cent.
	Indian...	...	,,	,,
	All other sorts of provisions, oilman's stores, and groceries ...	...	,,	,,
7	SPICES—			
	Betelnuts, raw, whole, split or sliced, from Goa ...	cwt.	13 8	,,
	,, ,, ,, Straits and Dutch East Indies	,,	8 0	,,
	Betelnuts, whole, from Ceylon...	,,	11 0	,,
	,, raw, split (sun-dried) from Ceylon ...	,,	20 0	,,
	,, all other sorts ...	...	*ad valorem*	,,
	Chillies, dry	cwt.	12 0	,,
	Cloves	,,	52 0	,,
	,, stems and heads	,,	10 0	,,
	,, in seeds, narlavang ...	,,	13 0	,,
	Ginger, dry	,,	18 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink—*concld.*		Rs. a.	
	SPICES—*concld.*			
	Mace	lb.	1 12	Five per cent.
	Nutmegs	,,	0 5	,,
	,, in shell	,,	0 3	,,
	Pepper, black	cwt.	34 0	,,
	,, white	,,	60 0	,,
	All other sorts of spices	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	9 12	,,
	,, ,, and soft, refined in China ...	,,	11 8	,,
	,, ,, ,, ,, from Java, 23 Dutch standard and above.	,,	9 8	,,
	,, ,, ,, ,, from Java, 16 to 22 Dutch standard.	,,	8 12	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under.	,,	8 4	,,
	,, ,, ,, ,, from Mauritius, equal to 16 Dutch standard and over.	,,	9 8	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries ...	,,	2 8	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery...	...	*ad valorem*	,,
9	TEA, black	lb.	0 11	,,
	,, green	,,	0 10	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines, and Narcotics, and Dyeing and Tanning Materials.		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	2 6	"
	Alum	"	5 0	"
	Arsenic (China mansil)	"	20 0	"
	" other sorts	...	*ad valorem*	"
	Copperas, green	...	"	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	...	"	Five per cent.
	Salammoniac	cwt.	31 0	"
	Soda Ash	"	3 12	"
	Soda Bicarbonate...	"	5 0	"
	Sulphate of copper	"	19 0	"
	Sulphur (brimstone), flour ...	"	5 8	"
	" " roll ...	"	5 4	"
	" " rough ...	"	*ad valorem*	"
	all other sorts of chemical products and preparations, including saltpetre, borax, grape-sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, kainit salts, nitrate of lime, calcium cyanamide and mineral superphosphates, which are free ...	...	"	"
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	...	"	"
	" Socotra	...	"	"
	Aloe-wood	...	"	"
	Anti-plague serum	...	...	Free.
	Asafœtida (hing)	cwt.	115 0	Five per cent.
	" coarse (hingra) ...	"	30 0	"
	Atáry, Persian	...	*ad valorem*	"
	Banslochan (bamboo camphor)...	lb.	0 6	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. a.	
	DRUGS, MEDICINES, AND NARCOTICS—*concld.*			
	Brimstone (amalsara)	...	*ad valorem*	Five per cent.
	Calumba root	cwt.	8 0	,,
	Camphor, refined, other than powder	lb.	1 4	,,
	Camphor, in powder	...	*ad valorem*	,,
	Cassia lignea	cwt.	25 0	,,
	China root (chobchini), rough ...	,,	9 0	,,
	,, ,, ,, scraped...	,,	15 0	,,
	Cocaine	...	*ad valorem*	,,
	Cubebs	cwt.	95 0	,,
	Galangal, China	,,	7 0	,,
	Pellitory (akalkara)	...	*ad valorem*	,,
	Peppermint, crystals	...	,,	,,
	Quinine and other alkoloids of cinchona...	...	...	Free.
	Salep	cwt.	140 0	Five per cent.
	Senna leaves	...	*ad valorem*	,,
	Storax, liquid (rose mellos or salaras)	cwt.	33 0	,,
	All other sorts of drugs, medicines, and narcotics, except opium and tobacco (for which see Schedule III)	...	*ad valorem*	,,
	DYEING AND TANNING MATERIALS.—			
	Alizarine dye, dry, 40 per cent...	lb.	1 2	,,
	,, ,, ,, 50 ,, ...	,,	1 6	,,
	,, ,, ,, 60 ,, ...	,,	1 10	,,
	,, ,, ,, 70 ,, ...	,,	1 14	,,
	,, ,, ,, 80 ,, ...	,,	2 2	,,
	,, ,, ,, 100 ,, ...	,,	2 9	,,
	,, ,, moist, 10 ,, ...	,,	0 4	,,
	,, ,, ,, 16 ,, ...	,,	0 5½	,,
	,, ,, ,, 20 ,, ...	,,	0 6½	,,
	Aniline ,, ,, indigo blue ...	,,	0 6	,,
	,, ,, dry	,,	0 14	,,
	,, salts...	...	*ad valorem*	,,
	Avar bark	cwt.	3 12	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines, and Narcotics, and Dyeing & Tanning Materials—*concld.*		Rs. a.	
	DYEING AND TANNING MATERIALS —*concld.*			
	Buzgand (gulpista)	...	*ad valorem*	Five per cent.
	Cochineal	lb.	0 15	"
	Gallnuts (myrabolams)	...	*ad valorem*	"
	" Persian	cwt.	33 0	"
	Madder or manjit	...	*ad valorem*	"
	Orchilla weed	...	"	"
	Sappan wood and root	...	"	"
	Turmeric	...	"	"
	All other sorts of dyeing and tanning materials	...	"	"
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour [*Exceptions which are free*: (i) Water lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor General in Council may, by notification in the *Gazette of India*; exempt (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	HARDWARE AND CUTLERY.—*concld.*			
	harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed, so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or millowner, and certified by him to be intended exclusively for use in his mill]...	...	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	...	...	Free.
	MACHINERY (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	MACHINERY, ETC.—*concld.*			
	power not being manual or animal labour, or which before being brought into use, require to be fixed with reference to other moving parts, and including belting of all materials for driving machinery.	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	„ „ „ China.	...	„	„
	„ patent or yellow metal, sheets weighing 1 lb. or above, per square foot, and sheathing, braziers, and plates...	cwt.	54 0	„
	„ patent or yellow metal, (old)	„	37 0	„
	„ sheets, flat or in rolls weighing less than 1 lb. per square foot	...	*ad valorem*	„
	„ wire	...	„	„
	„ all other sorts	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Copper, bolt and bar, rolled ...	...	*ad valorem*	Five per cent.
	„ braziers, sheets, plates and sheathing	cwt.	65 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old	cwt.	45 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	60 0	„
	„ China, white, copperware	lb.	2 0	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	1 14	„
	„ foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	„	2 0	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables ...	...	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions ...	...	„	„
	„ angle, T, other than Lowmoor or Swedish	ton.	100 0	„
	„ angle, T, and hoop, other than Lowmoor or Swedish, if galvanised, tinned, or lead-coated...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron bar, Swedish and similar qualities.	ton.	188 0	One per cent.
	„ „ Swedish and similar qualities, nail-rod, round-rod and square, under half an inch in diameter.	„	195 0	„
	„ „ other kinds	„	100 0	„
	„ „ „ „ nail-rod, round-rod and square, under half an inch in diameter.	„	105 0	„
	„ „ „ „ if galvanised, tinned, or lead-coated.	...	*ad valorem*	„
	„ beams, joists, pillars, girders, screwpiles, bridge-work, and other such descriptions of iron, imported exclusively for building purposes.	...	„	„
	„ channel, including channel for carriages.	...	„	„
	„ plate and sheet, Swedish and charcoal.	...	„	„
	„ bars, plates, and sheets, Swedish and chorcoal, if galvanised, tinned, or lead coated.	...	„	„
	„ plate other kinds, above ⅛ inch thick, and strips.	ton.	115 0	„
	„ sheets, other kinds, up to ⅛ inch thick.	„	120 0	„
	„ sheets (other than corrugated), plates, or strips, other kinds if galvanised, tinned, lead-coated, chequered, or planished.	...	*ad valorem*	„
	„ sheets, corrugated, galvanised or black.	ton.	185 0	„
	„ hoop	„	135 0	„
	„ nails, rose wire, and flat-headed.	cwt.	10 0	„
	„ nails, other kinds, including galvanised, tinned, or lead-coated.	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanised or black.	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron old	cwt.	2 8	One per cent.
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefore, such as bands, boots, elbows, tees, sockets, flanges, and the like.	...	„	„
	„ rails, chairs, sleepers and bearing and fish-plates, spikes (commonly known as dog-spikes), switches and crossings, other than those described in No. 60 also lever-boxes, clips and tie-bars.	...	„	„
	„ rice bowls	...	„	„
	„ ridging, guttering, and continuous roofing.	...	„	„
	„ rivets and washers, all sorts ...	...	„	„
	„ wire, including fencing wire and wire-rope, but excluding wire-netting.	...	„	„
	„ cans or drums, when imported containing petroleum which is separately assessed to duty at one anna and six pies per imperial gallon under No. 16, namely—Iron cans, tinned, other than petrol tins of two gallons capacity.	can	0 3½	Five per cent.
	„ cans or drums not tinned, of two gallons capacity.	„	0 2	„
	„ drums of four gallons capacity—			
	(*a*) with faucet caps ...	drum	1 0	„
	(*b*) ordinary	„	0 8	„
	„ all other sorts, including discs or circles and wire-netting.	...	*ad valorem*	„
	Lametta	...	„	„
	Lead, all sorts (except sheets for tea chests, which are free).	...	„	„
	Quicksilver	lb.	1 10	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Shot, bird	cwt.	22 0	Five per cent.
	Steel, anchors and cables	...	*ad valorem*	One per cent.
	„ blooms	...	„	„
	„ angle, T.	ton	100 0	„
	„ „ „ and hoop, if galvanised, tinned, or lead-coated... ...	...	*ad valorem*	„
	„ bars (other than cast steel) ...	ton	100 0	„
	„ „ Swedish and similar qualities.	...	*ad valorem*	„
	„ „ nail-rod, round-rod and square under ½ inch in diameter ...	ton	105 0	„
	„ bar, galvanised, tinned, lead-coated, planished, or polished.	...	*ad valorem*	„
	„ channel, including channel for carriages	...	„	„
	„ plates above $\frac{1}{16}$ inch thick, and strips	ton	115 0	„
	„ sheets up to $\frac{1}{16}$ inch thick ...	...	120 0	„
	„ sheets (other than corrugated), plates, or strips, if galvanised, tinned, lead-coated, chequered, or planished	...	*ad valorem*	„
	„ sheets, corrugated, galvanised or black	ton	185 0	„
	„ hoop	„	135 0	„
	„ nails	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanised, or black	...	„	„
	„ old	cwt.	2 8	„
	„ beams, joists, pillars, girders, screwpiles, bridge-work, and other such descriptions of steel, imported exclusively for building purposes ...	...	*ad valorem*	„
	„ cast and blistered, including spring and tub steel...	...	„	„
	„ ridging, guttering, and continuous roofing	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like.	...	*ad valorem*	One per cent.
	„ rails, chairs, sleepers, and bearing and fishplates, spikes (commonly known as dog-spikes), switches, and crossings, other than those described in No. 60, also lever-boxes, clips and tie-bars.	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting	...	„	„
	„ cans, or drums when imported containing petroleum, which is separately assessed to duty at one anna and six pies per imperial gallon under No. 16, : namely :—			
	„ cans, tinned, other than petrol tins of two gallons capacity	can	0 3½	Five per cent.
	„ cans or drums, not tinned, of two gallons capacity ..	„	0 2	„
	„ drums of four gallons capacity—			
	(*a*) with faucet caps. ...	drum	1 0	„
	(*b*) ordinary	„	0 8	„
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„
	Tin block	cwt.	162 0	„
	„ foil, and other sorts... ...	...	*ad valorem*	„
	Zinc or spelter, nails	...	„	„
	„ „ tiles or slabs, soft.	cwt.	25 0	„
	„ „ „ „ hard.	„	20 0	„
	„ „ all other sorts, including boiler tiles ...	...	*ad valorem*	„
	All other sorts of metals... ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OILS.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffine oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna and six pies.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes.	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	"	"
	Cocoanut-oil	cwt.	32 0	"
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and Military and other uniforms and accoutrements, but excluding cotton hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	...	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
24a	CHALLENGE CUPS OR TROPHIES which have been won by any military unit (including volunteer corps) or by a particular member or members of any such unit in India or which have been sent by donors resident abroad, for presentation or competition in India ... ... PROVIDED that the articles are certified by the Officer Commanding the unit or brigade or any higher military authority or any of their staff officers as having been offered for competition or presented with the sole or main object of encouraging military efficiency; and that they have had engraved on them before being shipped the object for which presented and, except in the case of those sent by donors resident abroad for competition in India, the name of the winner or winners ...	...	...	Free.
25	CARRIAGES AND CARTS, including motor-cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances and component parts thereof, but excluding motor-cars designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32)..	...	,,	,,
27	CLOCKS, WATCHES, and other timekeepers, and parts thereof ...	...	,,	,,
28	COAL, COKE AND PATENT FUEL ..	...	...	Free.
29	CORDAGE, Rope, and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing and darning thread	...	...	„
	„ piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	„	„
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	...	„	„
	Cutch and gambier (natural) ...	cwt.	20 0	„
	Gamboge	lb.	1 12	„
	Gum Ammoniac	cwt.	30 0	„
	„ Arabic	„	22 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras	cwt.	32 0	„
	„ „ cowrie	„	80 0	„
	„ Bysabol (coarse myrrh) ...	„	25 0	„
	„ Olibanum or frankincense.	...	...	Free.
	„ Persian (false)	cwt.	18 0	Five per cent.
	Myrrh	„	30 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—*contd.*			
	Rosin	cwt.	12 0	Five per cent.
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and guttapercha ...	...	*ad valorem*	„
38	HEMP, including Manila hemp, and articles made therefrom	...	„	„
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	„	„
40	HORNS	...	...	Free.
	„ articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. All band instruments (other than stringed instruments), imported by a native regiment			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*			
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*		Rs. a.	
	of His Majesty's Regular Forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the Officer Commanding the regiment or unit or the Officer in charge of the Military Police Battalion to be for the *bonâ fide* exclusive use of the Regimental band, or the band attached to the Military Police Battalion, as the case may be, and the following accessories thereto, are also free of duty:—			
	Bags for bagpipes. Cardholders. Carriages (brown or black). Cases for reeds and mouthpieces. Cases (leather or wooden). Chanters, pipe, and practice. Cleaners for brass and reed instruments. Cord for bagpipes. Crooks. Drones for bagpipes. Drum heads. Drum sticks. Drum flesh hoops. Fingertops. Green broadcloth for drums. Green silk ribbon for drums. Key pads for reed instruments. Ligatures for reed instruments. Mouthpieces and caps therefor. Mutes for brass instruments. Pipe tassels for bagpipes. Reeds Ribbons for bagpipes. Ropes for drums. Sanks and slides for brass instruments. Silver buckles for drums. Silver buttons for drums. Springs. Snares. Taps for brass instruments. Valve corks. Valve tops and needles.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	300 0	Five per cent.
	„ tusks (other than hollows, centres, and points), each exceeding 20lbs. in weight, and hollows, centres, and points, each weighing 10lbs. and over...	„	800 0	„
	Elephants' tusks (other than hollows, centres, and points) not less than 10lbs. and not exceeding 20lbs. each, and hollows, centres, and points, each weighing less than 10lbs...	„	700 0	„
	Elephants' tusks, each less than 10lbs. (other than hollows, centres, and points)	„	450 0	„
	Sea-cow or moye teeth, each not less than 4lbs.	„	175 0	„
	Sea-cow or moye teeth, each not less than 3lbs. and under 4lbs.	„	150 0	„
	Sea-cow or moye teeth, each less than 3lbs.	„	120 0	„
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	„
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silverware, plain .. .. (Other than European.)	tola	1 2	„
	„ embossed or chased. (Other than European.)	„	1 6	„
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	„
44	JUTE, raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a Military pattern imported by an Officer of His Majesty's Regular Forces and			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	*ad valorem*	Five per cent.
46	MALT	...	„	„
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OIL-CAKE, also bran, fodder, and cattle-food of all kinds	...	...	„
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	18 0	„
	„ white, dry	„	22 0	„
	Ochre, other than European, all colours	„	5 0	„
	Paints, composition	...	*ad valorem*	„
	„ patent driers	...	„	„
	Turpentine	Imperial gallon.	3 4	„
	Verdigris	...	*ad valorem*	„
	Vermilion, Canton	box of 90 bundles.	115 0	„
	Zinc, white, dry	...	*ad valorem*	„
	All other sorts, including glue and putty	...	„	„
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	PAPER, articles made of paper and papier-maché	...	*ad valorem*	Five per cent.
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	55 0	„
	Kapurkachri (zedoary)	„	17 0	„
	Patch leaves (patchouli) ...	„	20 0	„
	Rose-flowers, dried	„	27 0	„
	Rose-water...	Imperial gallon.	2 6	„
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	„
53	PITCH, TAR AND DAMMER—			
	Bitumen	...	„	„
	Dammer	...	„	„
	Pitch, American and European.	...	„	„
	„ coal	...	„	„
	Tar, American and European...	...	„	„
	„ coal	...	„	„
	„ mineral	...	„	„
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	„
56	PULP of wood, straw, rags, paper, and other materials	...	...	„
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	„
58	RAGS	...	...	„
59	RACKS for the withering of tea leaf.	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fishplates, fishbolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake-gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a Railway Company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of Railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	Free.
61	SEEDS, except oil-seeds, imported into British India by sea from the territories of any Native Prince or Chief in India which are free—	...		
	All sorts	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	,,	,,
	,, white, live	...	,,	,,
	,, ,, dead	...	,,	,,
	Cowras	...	,,	,,
	Cowries, bazar, common ...	cwt.	4 0	,,
	,, yellow, superior quality	,,	5 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
62	SHELLS AND COWRIES—*contd.*			
	Cowries, Maldive	cwt.	7 0	Five per cent.
	,, Sankhli	,,	140 0	,,
	Mother-of-pearl, nacre	...	...	Free
	Nakhla	cwt.	105 0	Five per cent.
	Tortoise-shell	lb.	13 0	,,
	,, nakh	,,	5 8	,,
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges imported entire or in sections	...	...	Free.
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	6 0	Five per cent.
	Floss	...	*ad valorem*	,,
	Piece-goods	...	,,	,,
	Sewing thread, China	...	,,	,,
	Raw silk—Yellow Shanghai, including re-reeled... ...	lb.	4 12	,,
	,, from Indo-China, and places in China, other than Shanghai, including re-reeled... ...	,,	5 0	,,
	Mathow	,,	3 6	,,
	Punjam	,,	2 8	,,
	Persian	,,	4 8	,,
	Siam	,,	3 6	,,
	White Shanghai, Thonkoon or Duppion	,,	3 4	,,
	,, ,, other kinds including re-reeled.	,,	6	,,
	,, other kinds, of China including re-reeled.	,,	6 12	,,
	Waste and kachra ...	...	*ad valorem*	,,
	All other sorts, including cocoons.	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
65	SOAP	...	*ad valorem*	Five per cent.
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	,,	,,
69	TALLOW AND GREASE, including stearine	...	,,	,,
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free
71	TEXTILE FABRICS, not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES, not otherwise described	...	,,	,,
73	TOYS, including toy-books, and requisites for all games	...	,,	,,
74	UMBRELLAS, parasols and sunshades of all kinds	...	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	,,	,,
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
77	WOOL, Raw	...	...	Free.
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	,,	,,

APPENDIX I-3.

PIECE-GOODS LIST.

No. 5314-2.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,

CALCUTTA, the 23rd October 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of the correspondence ending with your letter No. 1028, dated the 21st November 1912, I have the honour to state that the revision of the list of cotton piece-goods appended to the Resolution of the Government of India in the Commerce and Industry Department, No. 9321—9327-139, dated the 22nd December 1910, as amended by their Resolution No. 9413—9418-102, dated the 23rd December 1912, is now under consideration. If you should have any suggestions to offer with a view to revise the list I should be obliged if you would favour me with your proposals by the middle of November next so as to enable me to send up my recommendations to the Government of India in due time.

Should your Committee consider that there is any truly distinctive description of goods not provided for, samples of such goods should accompany any recommendation for their inclusion.—I have, etc.,

E. SEQUEIRA,
For Dir.-Genl. of Commercial Intelligence.

No. 968 OF 1913.

CHAMBER OF COMMERCE,

BOMBAY, 6th November 1913.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,

Calcutta.

SIR,—I have the honour to acknowledge receipt of your letter No. 5314-2, dated 23rd ultimo, regarding the revision of the list of

cotton piece-goods and to inform you, in reply thereto, that my Committee have no suggestions to put forward in this connection.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX I-4.

FLORAL WATER PERFUMES.

No. 5014-A of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 27th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a letter No. 3132—3136-33, dated 22nd April 1913, from the Government of India and of its accompaniments, on the subject of the Customs duty assessable on preparations known as floral water perfumes, and to request you to favour Government with the opinion of the Chamber in the matter.—I have, etc.,

C. W. A. TURNER,
Under-Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Customs.)

No. 3132—3136-33, dated 22nd April 1913.

To the CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT.

SIR,— I am desired to forward the enclosed copies of correspondence which has passed between the Collector of Customs, Calcutta and Messrs. Jago and Jerome, Manufacturing Pefumers of Manchester, on the subject of the duty assessable on preparations known

as floral water perfumes. Enquiry has elicited the fact that the duty on such perfumes is assessed on different bases in different ports. The Government of India therefore desire to be favoured with the views of your Government on the question before issuing orders calculated to introduce a uniform system at all ports. The orders of the Government of India which were communicated to you in their letter No. 2466—2470-24, dated the 29th March 1910, defined perfumed spirits as "a mixture containing only alcohol, water and essential oil or attar, with possibly a little liquid ammonia or neutral colouring matter." The point for decision is whether this definition should be understood to cover all preparations containing spirit, irrespective of their spirit strength, or whether a certain amount of latitude should be allowed, preparations containing a moderate amount of spirit being admitted as floral water perfumes at the lower rate of duty prescribed in the second paragraph of the orders referred.

2. As at present advised, the Government of India are inclined to the view that preparations containing any but a negligible quantity of spirit should be regarded as falling under the definition of perfumed spirits. In prescribing the amount of spirit which may be regarded as negligible they are inclined to follow the practice observed in the United Kingdom and to accept 2 degrees proof as the limit for distinguishing alcoholic from non-alcoholic liquids. If this limit were imposed, all perfumed preparations containing proof spirit in excess of 2 per centr would come under the definition of perfumed spirit and would be liable to the higher rate of duty. Preparations containing 2 per cent. or less would be liable to the lower rate.

3. This decision appears to have the merit of simplicity as it obviates the difficulties of assessment which would arise if the amount of duty were calculated in each case on the amount of spirit contained in the preparation. The only point which the Government of India consider to be doubtful is whether the presence of a small amount of spirit exceeding 2 degrees proof but not approximating to the amount of spirit used in the preparation of alcoholic scents is necessary in order that the quality of floral water perfumes may be maintained at a sufficiently high standard. From the correspondence which is encloesd with this letter, it will be observed that Messrs. Jago and Jerome do not regard any admixture of spirit to

be necessary for the success of their preparations ; indeed they claim that their floral water perfumes are manufactured entirely without spirit. If this view of the case be correct, there would appear to be no objection to the issue of a ruling to the effect that preparations containing more than 2 per cent. of proof spirit should be regarded as perfumed spirits and, in consequence, liable to the higher rate of duty.

4. I am to request that the views of the leading Chambers of Commerce in Bombay may be ascertained and forwarded, with the views of your Government, on the proposals contained in this communication.—I have, etc.,

H. A. F. LINDSAY,

Under Secretary to the Government of India.

No. 373—5-46, dated 23rd August 1912.

To—The Collector of Customs, Calcutta.

DEAR SIR,—We have received from our Agent, Mr. S. C. Dey, 99, Amherst Street, Calcutta, letter informing us that on the 3 cases of Floral Water Perfumes *ex* s. s. *Clan Chattan* he has been charged with duty and expenses owing to the statement made that the goods contain spirit.

We have today posted to you a sample of this floral water perfume taken from bulk, which we have tested just the same as we test all floral water perfumes with the usual Sykes Hydrometer, and if you will do the same you will see there is no trace of spirit whatever ; as a matter of fact, as English manufacturers, we guarantee that these floral water perfumes do not contain spirit. In fact, it would be practically impossible for us to export same at the prices these are charged and invoiced to India at. Further than this, so as to prove that this water perfume is without spirit, we asked the Customs officer attending here to test it with his Sykes Hydrometer in the usual way and he agreed that there is no trace of spirit. We have shipped hundreds of gallons of this to Madras and to all parts of the world, and it has always entered as without spirit. We think, therefore, some mistake must have been made by your Chemist, and we would ask you to kindly test the sample we have sent you, and in

addition ask Mr. Dey for a few of the bottles of any of the lines so as to make a further test, as we are confident that an error has been made.

We trust that you will go into this matter fully as it is important to us as manufacturers, because, if duty is to be charged on non-spirituous perfumes, that is, floral water perfumes which do not contain spirit, then we shall be closed out of doing any further business which is not fair as we guarantee they do not contain spirit.

We shall be glad to hear from you that you have refunded the duty and penalty charged against our agent. Sample we have sent you we have marked "Floral Water Perfume" identical with the 3 cases floral water perfume *ex* s. s. *Clan Chattan.*

So as to avoid any misunderstanding, we might state that we have only sent you one of the odours; there are a number of odours such as Jockey Club, Jasmin, etc., but, of course, they are all made identically the same way; to make the difference between Jockey Club and Jasmin it is merely a question of a different oil being used.

We are prepared, if you doubt us in any way, to send you a sample of every odour or any odour which you care to select, as we should only be too pleased on this side if they did contain spirit because we can get the rebate back from the Government here and the goods would be sealed and wired, as you know. To prove to you that they do not contain spirit, as you know, being exporters under bond, if they did contain spirit, the cases would be wired and sealed when you received them, and in the centre of the lid would be the Government red seal, and from your own examination you would see that the three cases in question were not sealed under bond.—We are, etc.

per pro. JAGO & JEROME,

(Sd.) S. EASTWOOD,

Manager.

No. 421—2-46, dated 26th August 1912.

To—The Collector of Customs, Calcutta.

DEAR SIR,—We have received a further letter from our Agent, Mr. S. C. Dey, 99, Amherst Street, respecting the 3 cases of Floral Water Perfumes, upon which you charged him with duty and penalty. You will see on the invoice we supplied to him we certified these

goods as being Floral Water Perfumes without spirit, and we are prepared to submit any quantity of the perfume from bulk taken out of the samples to the Board of Inland Revenue here. Any of the perfumes from the cases received by Mr. Dey can be got by you sealed, and we would submit them sealed as received from you.

We are so confident that you have made an error and that you cannot trace any spirit in these goods, and we must ask you to refund the amount charged to our Mr. Dey against these. Will you also supply us with particulars as to number of the lines which you examined, and the percentage of spirit you say you found. We must have this matter gone thoroughly into, as if we have to abide by the decision which you have given, then our trade with India will have to at once cease.

We are absolutely confident that if you will test our perfumes with the usual Sykes Hydrometer as used by the Customs officers here, you will find no trace of spirit whatever ; and this test being sufficient for our Customs, we think, will also be sufficient to satisfy you.

We trust to hear from you in due course and to satisfactorily settle the matter.—We are, etc.,

per pro. JAGO & JEROME,
(Sd.) S. EASTWOOD,
Manager.

No. 9912, dated 16th October 1912.

To

Messrs. Jago & Jerome, Progress Works, Manchester.

Gentlemen,—In reply to your letters No. 373—5-46, dated the 23rd August, and No. 421—2-46, dated the 26th August 1912, I have the honour to state that the sample of floral water perfume forwarded by you has been tested at this Custom House and found to contain 1·7 degrees of proof spirit. Samples of Patchouly, Jasmin, Violet, Lily of the Valley and White Rose scents were also obtained from your local Agent, Mr. S. C. Dey, and tested. The details of the tests are shown in the accompanying statement (enclosure 1).

2. Under Schedule III of the Indian Import Tariff perfumed spirits are assessed to duty at Rs. 13 per Imperial liquid gallon.

The present practice is to classify as perfumed spirits preparations containing 2 degrees and upwards of proof spirits. The basis for purposes of classification is the real and not the apparent strength of the spirit. Such portions of your consignments therefore as disclose a real strength of 2 degrees proof and upwards will be assessable to duty at Rs. 13 per Imperial liquid gallon. In order to facilitate the work of checking and assessing your consignments, I would suggest that you should in future show in your invoices the number of bottles and capacity of the bottles and the total liquid quantity of the various kinds of scents, by name, in each shipment.

3. The details of the tests will, I have no doubt, satisfy you that the original analysis and assessment of your shipment per S. S. *Clan Chattan* were correct. Out of ten samples examined from that consignment, four only were found to contain spirits of a strength of 2 degrees proof and upwards. The extra duty payable on the portion of the consignment represented by those samples amounted to Rs. 56 annas 6. A penalty of Rs. 60 was imposed on the importer, Mr. Dey, for misdeclaration of the goods as non-alcoholic perfume. In view of the explanation of the misdeclaration which you have furnished in your letters, I have decided to reduce the penalty to the nominal sum of Rs. 10. The balance of Rs. 50 will be refunded at once to Mr. Dey.—I have, etc.,

(Sd.) R. F. L. WHITTY,
Officiating Collector of Customs, Calcutta.

Name.	Strength in proof degrees.		Solids. (*c*)	Obscuration due to (*c*) in proof degrees. (*d*)
	Apparent. (*a*)	Real. (*b*)		
(1) Post sample	*Nil*	1·7	0·23	1·8
(2) " Patchouly "	* Less than *nil.*	1·6	0·56	1·4
(3) " Jasmin "	* Less than *nil.*	1·2	0·35	1·1
(4) " Violet "	0·9	3·4	0·34	3·3
(5) " Lily of the valley " ...	1·2	4·0	0·51	3·7
(6) " White Rose "	1·8	3·4	0·21	3·1

* Less than *nil*—gravity above 1,000.

No. 763—5-7, dated 7th November 1912.

To—Mr. R. F. L. Whitty, Calcutta.

DEAR SIR,—We are duly in receipt of your esteemed favour of the 16th ultimo for which we are very much obliged.

We again write you upon this matter, because it is so important to us: if we have to accept your ruling, then at once our business in India in these cheap perfumes must cease.

We have noted carefully your analysis, and are certainly unable to find how it is possible for spirit to the strength you state to be traced in these perfumes when we know that this quantity has not been put in.

Now it seems to us that your way of dealing in this matter is most unsatisfactory to a manufacturer. We have exported for several years a large quantity of these non-alcoholic perfumes to Madras and with one consignment we had a similar difficulty, but we got, by the courtesy of the Madras Customs, the matter thoroughly thrashed out, and it was satisfactorily settled. Now, practically speaking, in these goods the bulk is water. So that you can see we send you herewith formulas taken from our Formulæ Book, and which, if you doubt, we are prepared to swear before the Justice of Peace here.

Now if you find any difference in the alcoholic strength in either Patchouly, Jasmin, Violet, Lily of the Valley and Rose, it is due entirely to the essential oils which are used, and not to any spirit added by us. As you will know, we have our own bonded warehouse here, and export under Government drawback, and if the goods contained spirit, they would be under bond.

Now we send quite a lot of goods away which do contain spirit and we send also a very large quantity which do not contain spirit, and your officers will no doubt have seen both bonded cases and non-bonded cases from us at your port: now you know all bonded goods bear the English Excise officer's seal in the centre of the lid, and are wired and sealed; non-bonded cases do not bear this seal. The cases from which you received these goods, as you will know, were not wire-sealed and if they contain spirit you will understand that we should at this side have had them shipped under bond, and thus secured the Government drawback; but if tested by the acknowledged way, used by the English Customs, that is, with the Sykes Hydrometer, it is impossible to find a trace of spirit in any of the odours

sent. Now we submit that it is not fair to analyse these goods, but to submit them to the recognised test of the Sykes Hydrometer, and if no trace of spirit is found, they should not be charged as spirit. This is the only fair and equitable way as between the Customs and us as manufacturers, and if it satisfies the English Customs, who, as you know, are most particular with these goods, we think also it should satisfy your goodselves.

We are very glad you have repaid the penalty imposed on Mr. Dey as certainly there has been no intention of misdeclaration either on his part, and certainly not on ours as honourable British manufacturers.

We hope that you will kindly again consider this matter and we shall be glad to hear from you in due course and to hear that you can repay us the duty which has been charged and in any case we suggest that if in 12 gallons of this water perfume you trace one pint of spirit, duty on one pint, and not on the 12 gallons of liquid, should only be charged, but the only fair way is to charge us the usual 5 per cent. *ad valorem* the same as the Madras Customs do.

We await your reply.—We have, etc.,

per pro JAGO & JEROME,
(Sd.) S. EASTWOOD,
Manager.

Formula of Floral Water Perfumes as shipped per s. s. "Clan Chattan."

Patchouly.

1 oz. Ol. Patchouly.
1 oz. "Geranium Bourbon".
5 ozs. Spirit.
30 pints Water (hot).

Violet.

2 ozs. Ol. Kananga.
1 oz. Ginger Grass.
5 ozs. Spirit.
30 pints Hot Water.

White Rose.

1½ ozs. Ol. Geranium Bourbon.
1½ „ Limonene.
5 ozs. Spirit.
30 pints Hot Water.

Jasmin.

1 oz. Ol. Limes.
4 ozs. Benzylacetate.
5 „ Spirit.
30 pints Water (hot).

Lily of the Valley.

1½ ozs. Ol. Geranium Bourbon.
1½ „ Benzylacetate.
1 oz. Amylacetate.
1½ ozs. Ol. Limes.
5 „ Spirit.
30 pints Hot Water.

As you know, the English test of spirit is (by Sykes Hydrometer) the ascertaining of the specific gravity, etc., and then by referring to tables the proof strength is got at. Now the majority of the oils we use (see Formulæ) have a specific gravity similar to spirit with the exception of "Benzylacetate" (used in Jasmin perfumes) which specific gravity is similar to water.

You will therefore see that these oils will affect the specific gravity test of the finished perfumes, as is proved by your test of Jasmin perfume being *low* (on account, as we say, of containing "Benzylacetate") and your test of Violet, say, being *high* on account of containing oils of a different specific gravity.

Dated 11th February 1913.

To—The Collector of Customs, Calcutta.

DEAR SIR,—We are still awaiting further reply and settlement of our outstanding claim.

We would point out that since this claim has been made against us, we have received no further orders from India for this class of goods, and all the time Japan are securing the business, their water perfumes being admitted. However, we will go no further than say that our water perfumes contain no spirit, as you know if they did, being under Government bond here and receiving every penny of drawback from the Government we pay for duty, it would be to our advantage to ship spirit in Government sealed cases; and it would be obvious, when received at your port, that all these cases which contain water perfumes have never been sealed: this you know, and therefore, if there was spirit in them, as you suggest, we should be at a considerable loss. Besides, you can test it with the usual Sykes Hydrometer as the Government test here, and you will find no trace of spirit.

It is a serious matter to us, because over a frivolous matter like this we are being hampered in the execution of orders and some being sent to Japan instead of coming here.

We shall be glad to hear from you in due course.—We are, etc.,

per pro JAGO & JEROME,

(Sd.) S. EASTWOOD,

Manager.

Our claim now outstanding against you is as follows:—

	£	s.	d.
Amount charged for duty, etc. ...	8	3	0
Less part paid back to our Agent ...	3	6	8
Amount owing to us	4	16	4

No. 572 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 3rd July 1913.

The UNDER SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,

Bombay.

SIR,—I am desired to acknowledge receipt of your letter No. 5014—A, dated 27th May 1913, forwarding a copy of a letter, dated 22nd April 1913, from the Government of India, and of its accompaniments, on the subject of the customs duty assessable on preparations known as Floral Water Perfumes, and requesting the opinion of this Chamber thereon.

2. I am to state in reply that my Committee have given the correspondence you submitted their careful consideration, but as there appear to be differences of opinion between the Shippers and the Government Analyst, on questions of fact, they much regret they are unable to express an opinion on the merits of the case put forward.—I have, etc.,

C. H. ARMSTRONG,

Chairman.

R. E. GREGOR-PEARSE,

Secretary.

APPENDIX I-5.

REFUND OF IMPORT DUTY ON GOODS TRANSMITTED IN BOND TO KASHMIR.

No. 5886 of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to Government letter No. 10715, dated 21st October 1908, I am directed to forward, for the information of the Chamber, a copy of the letter from the Government of India, No. 4068-34, dated 26th May 1913, and of the correspondence underlying it, sanctioning certain amendments in the rules and forms prescribed by that Government regarding the payment of refunds of import duty on goods transmitted in bond to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

Letter from the Government of India, Department of Commerce and Industry, No. 4068—34, dated 26th May 1913:—

"I am directed to acknowledge the receipt of your letter No. 2766, dated the 25th March 1913, suggesting certain amendments in the rules and forms prescribed by the Government of India, regarding the payment of refunds of import duty on goods transmitted in bond to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese urkistan.'

"2. I am to say that the Government of India sanction the alterations proposed, and to request that, with the permission of His Excellency the Governor in Council, the necessary instructions on the subject may be issued to the Customs authorities."

Amendment of the rules contained in the memoranda accompanying the letters from the Government of India, No. 5538-S. R., dated 27th December 1897 (Finance and Commerce Department), and No. 8467—8468-55, dated 10th September 1908 (Department of Commerce and Industry).

Memorandum accompanying the letter from the Finance and Commerce Department, No. 5538-S. R., dated 27th December 1897—

After paragraph 2 add the following:—

"and an invoice in duplicate in Form B."

The following should be substituted for paragraph 3:—

"3. After identification of the goods the packages should be sealed and the invoice, after being checked by the Customs Department, should be delivered to the owner, who may then remove the goods.

Memorandum accompanying the letter from the Department of Commerce and Industry, No. 8467—8468-55, dated 10th September 1908—

After paragraph 2 add the following:—

"and invoice in duplicate in Form B.—

The following should be submitted for paragraph 3:—

"3. After identification of the goods and if the Collector is satisfied that the conditions prescribed in the case of goods

on which drawback is claimable have been fulfilled, the packages should be sealed and the invoice, after being checked by the Customs Department, should be delivered to the owner, who may then remove the goods. The details of the goods exported should be entered in a separate register to be maintained for the purpose (Form C)."

Customs Duty.

Procedure to be observed in connection with the exemption from import duty of goods transmitted in bond through British India to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan by the Hoshiarpur-Leh route.

No. S. R.—760, dated 1st February 1913.

To—The Commissioner of Customs, Salt, Opium and Abkari.

SIR,—I have the honour to invite a reference to Government Resolution, Revenue Department, No. 335, dated 14th January 1898, and Government Resolution, Revenue Department, No. 10471, dated 14th October 1908, prescribing the procedure to be followed in connection with the exemption from import duty of goods transmitted in bond through British India to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan by the Hoshiarpur-Leh route. In accordance with this procedure, invoices for goods exported are at present prepared by the Custom House for delivery to the owner and for despatch to the Resident in Kashmir and the officer at Hoshiarpur. I have now the honour to suggest that these documents should be written out by the Customs *dalâls* and presented to this Department along with the application to export the goods in the same manner as ordinary drawback and Nushki-Seistan claims.

2. I would at the same time suggest that the form of invoice may be altered so as to correspond with the form of application, and enclose revised forms giving effect to my suggestion. It will be observed that it is proposed to substitute an application and two forms for an application, two forms (invoices) and a counterfoil. The proposal will result in a saving of clerical labour in this Department.

3. In the circumstances I would request that Government may be moved to obtain the sanction of the Government of India to the revision of the forms in the manner indicated as also to the modification of the rules as proposed in the draft enclosed.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs, Bombay.

Draft Amended Rules.

After paragraph 2 of the Memorandum published with Government Resolution, Revenue Department, No. 335, dated the 14th January 1898, add the following:—

"And an invoice in duplicate in revised Form B."

Paragraph 3 should be amended as follows:—

"After identification of the goods the packages should be sealed and the invoice after being checked by the Customs Department, should be delivered to the owner, who may then remove the goods."

"And an invoice in duplicate in revised Form B."

Paragraph 3 should be amended as follows:—

After paragraph 2 of the Memorandum published with Government Resolution, Revenue Department, No. 10471, dated the 14th October 1908, add the following:—

"After identification of the goods and if the Collector is satisfied that the conditions prescribed in the case of goods on which drawback is claimable have been fulfilled, the packages should be sealed and the invoice, after being checked by the Customs Department, should be delivered to the owner, who may then remove the goods. The details of the goods exported should be entered in a separate register to be maintained for the purpose (Form C)."

A

Kashmir Refund.

No. , dated 191 .

Particulars of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by to

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	Weight or quantity. *	Value for duty. *	Rate of duty.	Amount of duty. *	Number and date of duty bill.	Gross weight of packages.	Remarks.
				Rs. a. p.		Rs. a. p.		Cwt. qrs. lbs.	

* To be entere in words as well as in figures.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs Seals under my supervision.

do declare the contents of this form to be truly stated,
Bombay, 191 .

Let Export.

Examiner, Bombay Custom House.

Assistant Collector of Customs, Bombay Custom House,
191 .

Owner.

B.

Kashmir Invoice.

No. , dated 191 . *Original.*

Invoice of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by

to

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	* Weight or quantity.	* Value for duty.	Rate of duty.	* Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Attestation of Customs official of His Highness the Maharaja and of an official of the British Government.
				Rs. a. p.		Rs. a. p.		Cwt. qrs. lbs.	Countersigned. (Kashmir Stat Official.)

* To be entered in words as well as in figures.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs Seal under my supervision.

Examiner,
Bombay Custom House.

do declare the contents of this invoice to be truly stated.

Bombay, 191

Assistant Collector of Customs.
Bombay Custom House,
191 .

Owner.

B.

Kashmir Invoice. *Duplicate.*

No. , dated 191 .

Invoice of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from

by to

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	* Weight or quantity.	* Value for duty.	Rate of duty.	* Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Attestation of Customs official of His Highness the Maharaja and of an official of the British Government.
				Rs. a. p.		Rs. a. p.		Cwt.qrs.lbs.	Countersigned. (Kashmir State Official.)

* To be entered in words as well as in figures.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs Seal under my supervision.

do declare the contents of this invoice to be truly stated.

Bombay, 191 .

Examiner, Bombay Custom House.

Assistant Collector of Customs.

Owner.

Bombay Custom House, 191 .

A.

Hoshiarpur-Leh Route Refund.

Invoice No. , dated 191 .

Particulars of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by per to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	* Weight or quantity.	* Value for duty.	Rate of duty.	* Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Remarks.
				Rs. a. p.		Rs. a. p.		Cwt. qrs. lbs.	

* To be entered in words as well as in figures.

Certified that the abovementioned packages have been identified by me and sealed with the Customs Seal under my supervision.

do declare the contents of this form to be truly stated.

Bombay, 191 .

Let Export.

Examiner, Bombay Custom House.

Assistant Collector of Customs, Bombay.

Owner.

B.

Hoshiarpur-Leh Route Invoice. *Original.*

Invoice No. , dated 191 .

Invoice of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by per to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	* Weight or quantity.	* Value for duty.	Rate of duty.	* Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Attestation of the officer in charge of the Bonded Ware-house at Hoshiarpur.
				Rs. a. p.		Rs. a. p.		Cwt. qrs. lbs.	Certified that the packages mentioned in this invoice were examined and compared by me with the invoice and were found to correspond with the given description. Officer in charge of the Bonded Warehouse at Hoshiarpur.

* To be entered in wards as well as in figures.

Certified that the abovementioned packages have been identified by me and sealed with the Customs Seal under my supervision.

do declare the contents of this invoice to be truly stated.

Bombay, 191 .

Owner.

Seal.

I hereby certify that the goods mentioned in this invoice have actually reached Leh.

Examiner,
Bombay Custom House.

Assistant Resident for Leh.

Assistant Collector of Customs.
Bombay Custom House, 191 .

(N.B.—This invoice should accompany the goods to Hoshiarpur and be handed over to the Officer in charge of the Bonded Warehouse.)

B.

Hoshiarpur-Leh Route Invoice. *Duplicate.*

Invoice No. , dated 191 .

Invoice of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by per to Russian or Chinese Turkistan by the Hoshiarpur-Leh route.

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	* Weight or quantity.	*Value for duty.	Rate of duty.	*Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Attestation of the officer in charge of the Bonded Warehouse at Hoshiarpur.
				Rs. a. p.		Rs. a. p.		Cwt. qrs.lbs.	Certified that the packages mentioned in this invoice were examined and compared by me with the invoice and were found to correspond with the given description. Officer in charge of the Bonded Warehouse at Hoshiarpur.

* To be entered in words as well as in figures.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs Seal under my supervision.

do declare the contents of this invoice to be truly stated.

Bombay, 191

Owner.

Seal

I hereby certify that the goods mentioned in this invoice have actually reached Leh.

Assistant Resident for Leh.

Examiner,
Bombay Custom House.

Assistant Collector of Customs.
Bombay Custom House,
191 .

A.B.—This invoice should accompany the goods to Hoshiarpur and be handed over to the Officer in charge of the Bonded Warehouse.

No. 1257, dated 20th February 1913.

Submitted to Government in the Revenue Department with a request that, in the circumstances stated, Government may be pleased to obtain the sanction of the Government of India to the revision of the forms and to the modification of the rules as proposed by the Collector.—I have, etc.,

H. O. QUIN,
Commissioner of Customs, Salt, Opium and Abkari.

No. 2766.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 25th March 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA.
Department of Commerce and Industry.

SIR,—I am directed to refer to the letters from the Government of India, No. 5538-S.R., dated 27th December 1897, (Finance and Commerce Department), and No. 6487-8468—55, dated 10th September 1908 (Department of Commerce and Industry), prescribing the procedure to be followed in connection with the exemption from import duty of goods transmitted in bond through British India to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan by the Hoshiarpur-Leh route. In accordance with this procedure invoices for goods exported are at present prepared by the Custom House for delivery to the owner and for despatch to the Resident in Kashmir and the officer at Hoshiarpur. The Collector of Customs, Bombay, suggests that these documents should be written by the Customs *dalals* and presented to the Customs Department along with the application to export the goods, in the same manner as ordinary drawback and Nushki-Seistan claims. To carry this into effect it is proposed to amend the rules given in the memoranda accompanying the Government of India letters referred to above, as shown in

the appended draft. It is at the same time suggested that the form of invoice may be altered so as to correspond with the form of application. Revised forms giving effect to the suggestion are herewith enclosed. It will be observed that it is proposed to substitute an application and two forms for an application, two forms (invoices) and a counterfoil. The proposal will thus result in a saving of clerical labour in the Customs Department. This Government approves of both the suggestions made by the Collector of Customs; and I am directed to request that the Government of India may be moved to sanction them.—I have, etc.,

G. CARMICHAEL,
Chief Secretary to Government.

No. 9765 of 1913.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of Government letter No. 5886, dated 24th June 1913, I am directed to forward, for the information of the Chamber, a copy of the letter from the Government of India, No. 8142-34, dated 1st October 1913, and of its accompaniments, sanctioning an alteration in column 10 of Invoice B, original, prescribed by that Government in the rules for the payment of refunds of import duty on goods transmitted in bond to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY

(Customs).

No. 8142—34, dated 1st October 1913.

To the CHIEF SECRETARY to the GOVERNMENT OF BOMBAY,

REVENUE DEPARTMENT.

SIR,—With reference to the correspondence ending with the letter from this Department, No. 4068—34, dated the 26th May 1913, I am directed to forward a copy of a letter from the Honourable the Resident in Kashmir, No. 5396, dated the 6th September 1913, suggesting an alteration in column 10 of Invoice B prescribed in the rules for the payment of refunds of import duty on goods transmitted in bond to the territories of His Highness the Maharaja of Kashmir and Jammu and to Russian and Chinese Turkistan.

2. I am to say that the Government of India have decided to sanction the proposal, and I am to request that with the permission of His Excellency the Governor in Council, the necessary instruction on the subject may be issued to the Customs authorities.—I have, etc.,

H. A. F. LINDSAY,

Under Secretary to the Government of India.

No. 8143—8145-34.

A copy is forwarded to the Government of the Punjab, Bengal, Financial Commerce and Industry Department, for information and necessary action, in continuation of the endorsement from this Department, No. 4069—4071-34, dated the 26th May 1913.

A copy is also forwarded to the Foreign Department, for information, with reference to the endorsement from that Department, No. 3224-I.B., dated the 25th September 1913.

GOVERNMENT OF INDIA.

FOREIGN DEPARTMENT.

No. 3224-I.B., dated 25th September 1913.

A copy of the undermentioned paper is forwarded to the Department of Commerce and Industry, for information and such action as may be necessary with reference to the endorsement from that Department, No. 4071—34, dated the 26th May 1913.—I have, etc.,

H. WILKINSON,
Deputy Secretary to the Government of India.

No. 5396, dated 6th September 1913.

To the SECRETARY to the GOVERNMENT of INDIA,
Foreign Department.

SIR,—I have the honour to invite a reference to the form of Bombay Custom House Invoice, Kashmir invoice B, original, a copy of which was received with the correspondence forwarded with Major St. John's endorsement No. 1303-I.B., dated the 3rd June 1913, and to say that such invoices at present are countersigned by the Superintendent, Customs and Excise Department of the State. The Darbar have in consequence expressed a desire that if there is no objection, the present entry in column 10 of the invoice may be substituted by the words

"Countersigned
Superintendent, Customs and Excise Department,
Jammu and Kashmir State."

to be entered in the right hand bottom corner of the column, as shown in the sample form attached herewith.—I have, etc.,

E. H. S. JAMES,
for Resident in Kashmir.

KASHMIR INVOICE B.

No. , dated 191 .

Invoice of goods to be transmitted under Customs Seal through British India to the territories of His Highness the Maharaja of Kashmir and Jammu from by to

1	2	3	4	5	6	7	8	9	10
Marks and numbers on packages.	Number and description of packages.	Description of goods.	*Weight or quantity.	*Value for duty.	Rate of duty.	*Amount of duty.	Number and date of duty bill.	Gross weight of packages.	Attestation of Customs official of His Highness the Maharaja and of an official of the British Government.
				Rs. a. p.		Rs. a. p.		Cwt. qrs. lbs.	Countersigned. Superintendent, Customs and Excise Department, Jammu and Kashmir State.

* To be entered in words as well as in figures.

Certified that the above-mentioned packages have been identified by me and sealed with the Customs Seal under my supervision.

Examiner,
Bombay Custom House.

do declare the contents of this invoice to be truly stated.

Assistant Collector of Customs,
Bombay Custom House. Bombay, 191 .

191 .

Owner.

APPENDIX J-I.

RAILWAY TERMINAL ARRANGEMENTS.

No. 2410 of 1912.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 28th November 1912.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to Government letter No. 358-Railway, dated 31st March 1911, I am directed to forward, for the information of your Chamber, a copy of Government Resolution, No. 2399-Railway, dated 27th November 1912, together with the agreement, supplemental to the terms of the agreement, dated the 2nd March 1911, relative to the Railway terminal arrangements in Bombay.—I have, etc.,

E. M. DUGGAN,

Under Secretary to Government.

Agreement, supplemental to the terms of the agreement, dated 2nd March 1911, relative to the railway terminal arrangements in Bombay.

No. 2399-RAILWAY of 1912.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 27th November 1912.

Read again Government Resolution No. 336-Railway, dated the 30th March 1911.

Letter from the Agent, G. I. P. Railway Company, No. 33-T/1, dated the 28th March 1912, and accompaniments.

Government letter to the Agent, B. B. & C. I. Railway Company, No. 809-Railway, dated the 9th April 1912.

Government letter to the Secretary, Railway Board, No. 810-Railway, dated the 9th April 1912.

Letter from the Agent, B. B. & C. I. Railway Company, No. 6515/T., dated the 25th April 1912, and accompaniment.

Government letter to the Secretary, Railway Board, No. D—53-Railway, dated the 29th April 1912.

Letter from the Secretary, Railway Board, No. 834-R. T., dated the 10th May 1912:—

> "With reference to correspondence ending with your letter No. D.—53-Railway of 1912, dated the 29th April 1912, I am directed to communicate the approval of the Railway Board to the proposed draft agreement, supplemental to the terms of the agreement, dated the 2nd March 1911, between the Bombay, Baroda & Central India Railway, the Great Indian Peninsula Railway and the Bombay Port Trust, relative to the Railway terminal arrangements in Bombay, and to request that 45 copies of the agreement, when executed, may be supplied to this office for purposes of record."

Government letter to the Agent, G. I. P. Railway Company, No. 1110-Railway, dated the 21st May 1912.

Letter from the Agent, G. I. P. Railway Company, No. 33 T/17, dated the 7th November 1912:—

> "As requested in your letter No. 1110-Railway, dated 21st May 1912, I have the honour to forward herewith 100 copies of the agreement supplemental to the terms of the agreement, dated the 2nd March 1911, relative to the Railway terminal arrangements in Bombay.'

RESOLUTION.—To be communicated to all concerned and also published in the *Bombay Government Gazette.*

E. M. DUGGAN,
Under Secretary to Government

(Accompaniment to Government Resolution, Public Works Department, No. 2399-Railway, dated 27th November 1912.)

Memorandum supplemental to the terms of Agreement relative to the terminal arrangements in Bombay, published under Bombay Government Resolution No. 336, Public Works Department, Railways, of the 30th March 1911, at p. 495 of Part I of the Bombay Government Gazette of the 6th April 1911.

IT IS HEREBY AGREED that in the event of any dispute or difference at any time arising between the Great Indian Peninsula Railway Company, the Bombay, Baroda and Central India Railway Company and the Bombay Port Trust or any two of them in respect of any matter specified in the beforementioned Agreement or with reference to anything arising out of or incidental thereto, (not being a matter the method for decision of which is prescribed by Clause II of the said Agreement or a matter for the decision or settlement of which some other method is mutually agreed between the parties), such dispute or difference shall be submitted to and be decided by the arbitration of Arbitrators, one to be named by each party to the dispute or difference, and in case the Arbitrators shall not agree, shall be submitted to and be decided by an Umpire to be appointed by the Arbitrators before taking upon themselves the burthen of the reference, so that where the subject matter submitted to arbitration is one to which the Indian Arbitration Act 1899 applies, this memorandum shall be deemed to be the submission for the purposes of that Act, and that all the provisions of the said Act (except as hereby expressly varied) or of any Act of the Legislature passed in substitution therefor or in modification thereof shall be deemed to apply to every such reference hereunder, and that where the subject matter submitted to arbitration is one to which the said Act does not apply, the provisions set forth in Clauses III to IX (both inclusive) of the First Schedule to the Indian Arbitration Act 1899 shall, so far as lawfully can and may be, apply to every such reference in like manner as if the same were here set out at length.

Dated this twentieth day of September 1912.

(Sd.) R. WOOLLCOMBE,
Acting Agent,
B. B. & C. I. Railway.

(Sd.) H. A. L. HEPPER,
Agent,
G. I. P. Railway.

(Sd.) F. L. SPROTT,
Chairman,
Bombay Port Trust.

APPENDIX J-2.

RAILWAY RATES FOR MANGANESE.

No. 20 M. 5.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

AGENT'S OFFICE, VICTORIA TERMINUS.

BOMBAY, 5th February 1913.

The CHAIRMAN, CHAMBER OF COMMERCE.

DEAR SIR,—I send you herewith copy of a letter from the Railway Board to my address, No. 89 R.T., dated 14th January 1913, together with copy of its accompaniment, regarding a proposal that the Bengal-Nagpur Railway should be allowed to quote for Manganese, from stations on their line, the same freight charges to Calcutta as are now in force to Bombay, subject to the condition that these charges shall be confined strictly to a period from 20th January to the 30th June 1913.

2. In reply to a subsequent telegram from the Railway Board asking for an immediate reply, I telegraphed regretting my inability to agree to the proposal, as important principles appeared to be involved which required consideration. As however the matter may be further pressed I shall be glad to be favoured with the views of your Committee on the subject.

3. The proposal if agreed to would mean that the Bengal-Nagpur Railway would be allowed to quote rates below the minimum, and, although, as a means temporarily of assisting the Manganese ore trade for a limited period, the suggestion appears reasonable at first sight it has to be remembered that arguments have been put forward for waiving the minimum in the case of other commodities in favour of Calcutta, and it is possible that such a concession as is now proposed might be treated as a precedent and be quoted as an admission of a principle, the application of which might have far reaching effects on Bombay trade.

Yours faithfully,

H. A. L. HEPPER,

Agent.

No. 89 R. T.

FROM THE SECRETARY, RAILWAY BOARD, to the AGENT,
G. I. P. RAILWAY.

SIMLA, 14th January 1913.

I am directed to send you copy of a letter from the Indian Manganese Company and to enquire whether you would have any objection to the Bengal-Nagpur Railway quoting for Manganese from stations on their line the same freight charges to Calcutta as are now in force to Bombay subject to the condition that these charges shall be confined strictly to a period from the 20th January to the 30th June 1913.

Copy of letter No. 1m/8, dated 7th January 1913, from the Indian Manganese Company, Limited, 6 & 7, Clive Street, Calcutta, to the Secretary, Government of India, Railway Department, (Railway Board.)

CONVEYANCE OF MANGANESE ORE FOR SHIPMENT.

Adverting to your letter No. 1915-R. T., dated the 1st October 1912, on the above subject, we have noted with much interest the efforts that are being made by the Railway Board to meet the requirements of the Manganese Ore traffic and as detailed in your letter under reply, but we are forced to conclude that the action taken to (1) increase the number of wagons and (2) provide by the G. I. P. Railway additional sidings and sorting yards, etc., over their line, will not have any beneficial result for some considerable time, perhaps for a year or two.

In the meantime we are still confronted with the extraordinary difficulty of meeting our shipping engagements and when we appeal to the G. I. P. Railway, as we have done to ascertain what promises they can make to provide us with transport over a certain period we obtain a reply as per copy of letter attached.

From this it is obvious that the G. I. P. Railway are still far from ready to deal adequately with the traffic offering in Manganese and the trade is greatly hampered by not being able to make use of

Calcutta as a port of export, due to the higher cost of carriage by rail from the Central Provinces, as compared with the charge to Bombay.

We understand that the B.-N. Railway would be willing to compete for this traffic by a reduction in Railway freight if the Railway Board would sanction a lower minimum rate than is at present in force. Empty wagons are running from Nagpur to the coal fields which could be utilised to carry such of the Manganese traffic as cannot readily be handled by the G. I. P. Railway. By such an arrangement we venture to say that not only would the public trade generally be benefitted and the Railway revenues remain undiminished, but a considerable reduction in railway working expenses would be effected.

An alternative port for shipment of Manganese is urgently needed and this would be made possible if the B.-N. Railway were permitted to carry ore at a lower rate.

We venture to urge therefore that due consideration may be given to a reduction in the minimum rate for Manganese Ore to the 1/15th pie per maund per mile rate as in force for coal traffic.

Trusting that this may receive your favourable consideration.

No. 195 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 5th March 1913.

The AGENT,
G. I. P. RAILWAY,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 20 M. S., dated 5th ultimo, and its accompaniments, regarding a proposal to the effect that the Bengal-Nagpur Railway should be allowed to quote for manganese from stations on their line, the same freight charges to Calcutta as are now in force to Bombay subject to the condition that these charges shall be confined strictly to a period from 20th January to 30th June 1913.

2. I am to state in reply that my Committee agree with you that a very important principle underlies this suggestion and in the interests of Bombay trade generally they cannot approve a proposal under which, even although temporarily for a particular purpose, the B.-N. Railway would be allowed to quote below the minimum, for this might lead to similar demands from other railways to the detriment in the long run of the trade of Bombay. If the proposal is allowed, it is moreover certain that the bulk of, if not all, the Bengal-Nagpur wagons, available for ore traffic, will be diverted to Calcutta and the result will be a great reduction in the quantity of ore brought to Bombay as the G. I. P. are apparently unable to supply sufficient wagons even for a restricted trade.

3. My Committee are of opinion that the permanent interest of Bombay as a port must take precedence of the temporary interests of a particular branch of trade when, as in this case, an important question of principle is at issue.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX J-3.

IMPROVED RAILWAY COMMUNICATION IN JODHPUR AND BIKANER.

No. 1695-R. C.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

To

THE AGENTS, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY, SOUTHERN PUNJAB RAILWAY COMPANY, EAST INDIAN RAILWAY COMPANY, GREAT INDIAN PENINSULA RAILWAY COMPANY, BENGAL AND NORTH-WESTERN RAILWAY COMPANY, ROHILKUND

AND KUMAON RAILWAY COMPANY, DELHI-UMBALLA-KALKA RAILWAY COMPANY, SOUTH INDIAN RAILWAY COMPANY, MADRAS AND SOUTHERN MAHRATTA RAILWAY COMPANY, ASSAM-BENGAL RAILWAY COMPANY, AND BENGAL-NAGPUR RAILWAY COMPANY.

THE AGENT AND MANAGER, HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY (THROUGH THE HON'BLE THE RESIDENT AT HYDERABAD).

SIMLA, the 19th June 1913.

DEAR SIR,

I am directed to address you on the subject of certain proposals for improved means of railway communication which have been received from the Durbars of Jodhpur and Bikaner respectively.

2. The Jodhpur Durbar have decided that an increase in the capacity of their existing line may best be effected by converting from metre to broad gauge their main line from the British frontier in the neighbourhood of Khokhropar station, to Kuchaman Road. In conjunction with this conversion the Durbar propose to construct a direct chord on the broad gauge from Balotra to Jodhpur. They ask the Government of India to agree in principle to these measures of improvement before the preliminary operations in connection therewith are undertaken; they also request that the Government of India will agree to the conversion of the British section of the Jodhpur-Bikaner Railway which lies between the British frontier and Hyderabad.

3. The proposals of the Bikaner Durbar are fully explained in the letter from the Foreign Member, Bikaner State, to the Resident, Western Rajputana States, No. 435, dated 8th April 1913, a copy of which forms an accompaniment to the present reference.

4. I am now to request that the Railway Board may be informed whether your Board of Directors have any objection to sanction to the survey, asked for by the Bikaner Durbar, being accorded, and also to request that the Railway Board may be furnished with the views of your Board of Directors generally, in so far as these proposals are likely to affect the interests of your company.

5. In order that it may be possible to give adequate consideration to the views of your Board of Directors before the beginning of

next working season, it is most desirable that your reply should reach the Railway Board, if possible within three months of the date of this letter. Yours faithfully,

PATRICK C. YOUNG,
for Secretary, Railway Board.

No. 1696-R.-C., dated 19th June 1913.

Copy, with copy of the Bikaner Durbar's letter and of its enclosure, is forwarded to the marginally noted officers, with the request that the Railway Board may be favoured with any remarks which ... may desire to offer.

(1) to (3) The Secy. to the Government of Bombay (1) / the United Provinces (2) / the Punjab (3) Public Works Department.

(4) The Hon'ble the Chief Commisioner, Delhi.

(5) and (6) The Agent, North-Western Railway (5), and Oudh and Rohilkhand Railway (6).

(7) to (10) The Secretary to the Karachi (7) / Bengal (8) / Bombay (9) / Upper India (10) Chamber of Commerce.

His Excellency the Governor in Council (1) / His Honour the Lieutenant-Governor (2) and (3) / The Hon'ble the Chief Commissioner (4) / he (5) and (6) / the Chamber (7), (8), (9) and (10).

By order,

PATRICK C. YOUNG,
for Secretary, Railway Board.

Enclosure No. I to Railway Board's letter No. 1695-R. C. of 1913.

No. 435, dated 8th April 1913.

From—The Foreign Member, Bikaner State.

To—The Resident, Western Rajputana States.

I am directed in this letter to submit a formal application on behalf of the Bikaner Durbar to the Government of India to be allowed to construct the following lines of Railway :—

(1) From Sadulpur (Town called Rajgarh), a station in Bikaner territory on the Hissar-Digana line to Delhi *via* the vicinity of Loharu.

(2) From Bikaner *via* Jaisalmer to a point in the vicinity of Hyderabad (Sind).

2. There has been considerable discussion in the press regarding improving the railway communications between Delhi, as the Capital of India, and Karachi. Various schemes have been suggested but they one and all appear to have entirely left out of consideration the railway communications which at present exist and that it would be impossible for any company to construct a direct line between Delhi and Karachi without passing through the territory of Bikaner State.

3. With regard to the existing lines of communication, I am to point out that the existing Jodhpur-Bikaner Railway route between Kuchaman Road and Hyderabad (Sind) in combination with the Phulera-Delhi section of the Bombay, Baroda and Central India Railway at present affords practically a direct route between Delhi and Karachi, and with every desire to meet the Government of India's wishes, the Durbar feel in the interests of the Bikaner State that they would be obliged to oppose in every way the construction by a company or any one else, except by the Bikaner Durbar themselves, of a shorter route between Delhi and Karachi which must pass through Bikaner State and which is the only route which could be adopted for a railway designed to shorten the existing railway distance between these two important towns.

4. Briefly, in any question dealing with railway communications between Delhi and Karachi I am to submit that the two Durbars of Jodhpur and Bikaner hold the field due to their enterprise in the past, and the Durbar feel sure that the Government of India will recognise the claims of these two Durbars to this position and will not force on them any course of action which would be repugnant to them and destroy the value of the railway system they have created with their own capital.

5. Besides this confidence, which His Highness the Maharaja also fully shares, in the just dealing of the Government of India, I am further directed at the same time to submit that the proposals now put forward are distinctly to the advantage of Government inasmuch as they are part of a scheme the two Durbars are prepared to carry out at their own cost and which will largely improve the existing railway facilities between Delhi and Karachi.

6. As you are aware the Jodhpur-Bikaner Railway has been overtaxed in its carrying capacity during the last year, and the

steady increase of trade and the rising importance of Karachi clearly indicated to the two Durbars that speedy steps should be taken to enable them to fulfil their railway obligations to the public.

7. In December last, therefore, the two Durbars met in conference at which the Hon'ble the Agent to the Governor General in Rajputana, the President of the Railway Board, and yourself were present, and I beg to attach to this letter a copy of the conference proceedings, which were duly signed on behalf of the Jodhpur Durbar by His Highness the Maharaja Regent of Jodhpur and on behalf of the Bikaner Durbar by His Highness the Maharaja of Bikaner.

8. At this conference the two Durbars mutually agreed that the best course to take in order to increase the carrying capacity of their railways, so that the public interest might not be prejudiced, was—

(1) for the Jodhpur Durbar to convert their existing line between Kuchaman Road and Hyderabad (the British section also to be converted) to the broad gauge;

(2) for the Bikaner Durbar to extend its metre gauge system to Delhi on the one hand and to the vicinity of Hyderabad *via* Jaisalmer on the other.

The ultimate result of this was, as amicably agreed at the conference, that the existing joint arrangement between the two Durbars for working their own railways as one would be terminated and each Durbar would work its own system.

9. Although the Bikaner Durbar had for several years had such a project in view, it is specially in furtherance of this agreement come to with the Jodhpur Durbar that I am now directed to put forward the Bikaner Durbar's proposals officially. In making them we appreciate the difficulties which have to be surmounted. To begin with, both the Southern Punjab Railway and the Bombay, Baroda and Central India Railway are likely to contest the extension of the Bikaner Railway to Delhi.

10. With respect to the former company, I am to point out that a route now exist *via* the Bombay, Baroda and Central India Railway

and the Jodhpur-Bikaner Railway from Delhi which is much shorter than the Southern Punjab Railway existing route from that town to Karachi.

11. Again, I am to urge that the extension of the Bikaner Railway to Delhi cannot affect in any way the traffic to and from stations on the Southern Punjab Railway as the alignment will be at Rajgarh, some 150 miles away from the alignment of the Southern Punjab Railway.

12. I am to further submit that the State of Bikaner is reasonably entitled to more direct connection with the Capital of India than now exists by other circuitous routes.

13. Lastly I am to point out that the Bikaner Durbar would never agree to the Southern Punjab Railway making the line through Bikaner territory if that company should have contemplated such a proposal.

14. With regard to the Bombay, Baroda and Central India Railway, the Durbar believe that this Railway sends no traffic from Delhi to Karachi, and that the traffic which the Bombay, Baroda and Central India Railway and the Jodhpur-Bikaner Railway jointly carry to Karachi is all produced in the United Provinces and travels *via* Bharatpur and Kuchaman Road.

15. The Bikaner Durbar do not rely on the success of the extension to which they now ask sanction being based on the diversion of traffic from Delhi and which now follows other routes, but rather on the local traffic they will create, which, joined with the traffic of their existing line, will give them a traffic over the section from Bikaner to the vicinity of Hyderabad which will justify in time the Durbar's undertaking its construction in face of the extreme probability of it not being a very successful venture as a whole for many years to come.

16. In respect to the Delhi-Sadulpur section we anticipate its success will also rest largely on the traffic exchanged between the extension of the Jaipur Railway *via* Reengas and Jhunjhnu to the vicinity of Loharu, where it will make a junction with the Bikaner-Delhi extension under arrangements the Jaipur Durbar have agreed to.

17. With respect to the Bikaner line running through the territory of the Jaisalmer State, this matter has been fully discussed with the Jaisalmer Durbar and the Agent to the Governor General, Rajputana, and yourself, and you are aware of the position; a meeting is to be held in Abu in May to finally settle the terms.

18. Briefly the Bikaner Durbar base their proposals on the following grounds:—

(1) That they are useful railway extensions which will be of benefit to the country.

(2) That the Government of India will not incur any financial liability as the Bikaner Durbar will themselves find the necessary capital.

(3) That our proposal are the only feasible ones possible for carrying out these useful lines, as the Bikaner Durbar could not agree to any other railway agency constructing a line through their territory.

(4) That the extension will not adversely affect existing railway interests.

(5) That the Bikaner Durbar claim the consideration of Government for their past enterprise in investing their capital in, at the time, not very promising railway investments in their State.

19. A separate official letter will follow before long on the subject of the proposed Sadulpur-Delhi extension in so far as it relates to the Jind and Loharu Durbars, through small portions of whose territories the projected line will pass, and the favour of your addressing these two Durbars officially will therein be requested, but I might add that the Durbar have informally ascertained that neither the Jind nor the Loharu Durbar will object to the Bikaner Durbar constructing this Railway through their territories.

20. In conclusion I am now to say that the Durbar trust that they have made out a case that will appeal to the Government of India. The Durbar are ready to start work as soon as sanction is received and the necessary preliminaries completed. Negotiations are in progress with the Jaisalmer Durbar, and it is anticipated that

before long they will reach a satisfactory end. I am to request therefore most earnestly that in the meanwhile the examination of the scheme may be taken up by the Government of India, so as to make as short as possible the interval that must elapse before final orders can be passed.

21. I am to request finally that the sanction of the Government of India may be obtained to the surveying of those tracts in British territory through which the projected line will pass, *viz.*, in Sind between Hyderabad and the Jaisalmer border and between Sadulpur and Delhi.

Enclosure No. II to Railway Board's letter No. 1695-R. C. of 1913.

Minutes of Meeting held at Jodhpur on the 11th December 1912, to consider the best means of improving the carrying capacity of the Jodhpur-Bikaner Railway.

PRESENT:

The Hon'ble Sir Elliot Colvin, Agent to the Governor General, Rajputana.	His Highness General Sir Partap Singh	His Highness the Maharaja of Bikaner
	and	and
Colonel C. J. Windham, I. A., Resident, Western Rajputana States.	The Council of Regency, Jodhpur.	The Revenue Member and his Financial Secretary, Bikaner State.
The Hon'ble Sir T. R. Wynne.		
P. C. Young, Esq.		

1. At the suggestion of Sir Elliot Colvin, Sir T. Wynne was asked to take the Chair.

2. Sir T. Wynne first explained the situation, to the effect that there was no desire on the part of Government to insist on the immediate construction of a broad gauge line from Delhi to Karachi as part of the scheme of establishing Delhi as the Capital of India.

3. He pointed out that Delhi was already extremely well served by railways. It had a broad gauge line to Calcutta and the North, two broad gauge lines to Bombay, a broad gauge line and a metre gauge route to Karachi. As a commercial proposition there would be no justification in constructing a shortest route broad gauge line from Delhi to Karachi, and such a proposal would certainly be strongly opposed by both Calcutta and Bombay.

4. The position was simply this that the Jodhpur-Bikaner metre gauge line was unable to deal with all the traffic from the Upper Provinces which desired to go to Karachi, which traffic was steadily growing and which might be relied on to grow to large proportion in the future.

5. The question to consider was what action should the Jodhpur-Bikaner Railway take in order to enable it to deal with this growing traffic, such action to be within the power of the two States to finance themselves without having to call in outside capital and oblige them to convert their Railways into companies.

6. The Jodhpur Durbar were then asked to express their views and various schemes were suggested and considered.

7. The Bikaner Durbar were then asked to express their views.

8. As the outcome of the discussions which took place the following scheme was finally agreed to as being the best to adopt:—

(1) That the Jodhpur line from the frontier to Kuchaman Road should be converted to the broad gauge with a direct route between Balotra and Jodhpur.

(2) That the British section from the frontier to Hyderabad should be converted to the broad gauge.

(3) That the lines Degana to Jaswantgarh, Merta Road to Bhagu, Jodhpur to Balotra *via* Luni, Luni to Marwar should remain metre gauge and be worked as feeders to the main line.

That a further system of metre gauge feeders should be built in the future from Degana, *via* the southern part of the Jodhpur territory, to Bhilra and Luni.

(4) That a metre gauge line should be made from Bikaner *via* Jaisalmer to the vicinity of Hyderabad.

(5) That a metre gauge line should be made from the vicinity of Ratangarh or Chorn to Delhi.

(6) That the capital required to carry out (1) and (3) should be provided by the Jodhpur Durbar.

(7) That the capital required to carry out (4) and (5) should be provided by the Bikaner Durbar.

9. The Jodhpur and Bikaner Durbars jointly agree to this scheme and recognize that it will ultimately lead to the separate working of the existing Bikaner section and its extensions, and are of the opinion that the scheme, with this contingency, is one that both parties amicably agree is the best to adopt.

PARTAP SINGH,
(Regent of Jodhpur).
GANGA SINGH,
Maharaja of Bikaner.

JODHPUR, the 11th December 1912.

No. 730 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1913.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am desired to acknowledge receipt of your letter No. 1695/R.C., dated 19th June 1913, regarding certain proposals for improved means of Railway communication which have been received from the Durbars of Jodhpur and Bikaner respectively and to submit the opinions of my Committee thereon as requested.

2. As regards the Jodhpur Durbar's proposal to convert from metre to broad gauge their main line from Khokhropar Station to Kuchaman Road and to their request for the conversion of the Jodhpur-Bikaner Railway which lies between the British frontier and Hyderabad, my Committee have no real objections to offer. But it is felt that the construction of a direct chord on the broad gauge

from Balotra to Jodhpur, a distance of approximately 60 miles, is a measure of improvement of the existing line which must of necessity affect the trade of this port.

3. The shortening of the distance between Hyderabad and Kuchaman Road will of course reduce the present through rates and, with the extra facilities afforded by the conversion of the whole of this system from metre to broad-gauge, it seems to follow that a portion of the traffic which now finds its way to Bombay, *via* the Rajputana-Malwa Railway, from districts to the north of the Jodhpur-Bikaner section, will, almost certainly, be attracted to Karachi.

4. My Committee have no wish to raise obstacles to the free flow of trade to Karachi, provided the interests of Bombay are not prejudiced ; but it is felt that the inevitable effect of the present proposals will be that most of the trade of Northern Rajputana, Southern Punjab and parts of the United Provinces will be diverted to Karachi. As an example I am to state that there is at present considerable traffic between Bombay and Bikaner, but under the conditions created by the Jodhpur proposals, a consignment from Bombay to Bikaner, or *vice versa*, would be transhipped no fewer than three times, *viz.*, at Sabarmati, Jodhpur and Merta Road.

5. I am further to submit that the present proposals appear to my Committee to be only part of a much more important scheme which is to culminate either in a through broad gauge line to Delhi, *via* Agra or direct and if this is so the additional facilities that will thus be afforded to the trade of Karachi will, undoubtedly, be at the expense of the trade of this port. The matter is only mentioned at this stage, for the purpose of drawing attention in time, to the vital necessity of some provision being made which will enable the two Railways serving this port to extend their sphere of influence in proportion as it will be reduced when the Delhi-Karachi scheme is promulgated.

6. My Committee will much appreciate an assurance to the effect that the Rajputana-Malwa Section of the B. B. & C. I. Railway will be given through communication with Northern Rajputana if the present scheme is carried through, either by linking up Merta Road and Degana with Ajmer or by some other metre-gauge system which will meet the requirements of the case.

7. As has already been stated, my Committee have no serious objections to put forward in connection with the proposal to convert to broad-gauge the existing metre-gauge line from Kuchaman Road to Hyderabad, Sind, but the proposed constuction of a direct chord from Balotra to Jodhpur can hardly be justified on the score of increasing the carrying capacity of an existing line to the extent of enabling that line to deal expeditiously with the traffic offering. If, therefore, the linking up of Balotra with Jodhpur is finally approved my Committee feel that the trade of Bombay is well within its right in pressing for the very obvious extension from Muttra to Aligarh, a distance of only 41 miles, which will give Bombay direct access on its own metals to the cotton and grain districts now served by the Oudh and Rohilkhand and North-Western systems.

8. If the objections against the construction of this latter chord are permitted to hold good in the interests of either Calcutta or Karachi, it is respectfully contended that due weight must be given to the arguments advanced from this side in connection with the Balotra-Jodhpur chord. The trade of Karachi and the interests of the port generally will be materially benefited, if the scheme as set forth is carried out in its entirety; and my Committee therefore, submit that the claims of Bombay to be allowed through communication on its own metals with the districts to the north of Aligarh cannot now be further ignored.

9. My Committee have no objections to put forward in connection with the Bikaner Durbar's proposals provided the local traffic only is tapped; but they feel they cannot accept without comment the claim which is made regarding this Durbar's right to oppose the construction, by a Company or by any one else, of railway lines through the Bikaner State. If this be accepted as a general rule, applicable to Native States, it might, in the opinion of my Committee, become an obstruction to commerce, and they will, therefore, be glad to receive the Railway Board's assurance that, without some necessary qualification, it is not upheld as an axiom.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

R. E. GREGOR-PEARSE,
Secretary.

No. 1332 Ry. of 1913.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 5th July 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to refer to the Railway Board's letter No. 1695-R.C., dated 19th June 1913, to your address, relative to the proposals for improved means of railway communication which have been submitted by the Durbars of Jodhpur and Bikaner, and to request that you will kindly favour Government with a copy of any communication which may be addressed by your Chamber to the Railway Board on the subject.—I have etc.,

E. M. DUGGAN,
Under Secretary to Government,
Irrigation and Railways.

No. 731 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 22nd August 1913.

The UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY,
IRRIGATION AND RAILWAYS,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—In compliance with the request contained in your letter No. 1332, dated 5th ultimo, I have the honour to send you herewith a copy of my Committee's reply to a letter from the Railway Board in connection with the proposals of the Jodhpur and Bikaner Durbars for improved railway facilities.

2. It will be observed that in the 7th and 8th paragraphs of the reply my Committee are again pressing for the extension from Muttra to Aligarh which was first suggested in 1906. This short link of 41 miles was considered an integral part of the Nagda-Muttra project as far back as 1894 and the Government of Bombay in their letter to the Railway Board, dated 5th January 1910, very strongly supported the proposals of this Chamber in this connection.

3. In view of the setback to the trade of Bombay which will undoubtedly follow on the completion of the scheme as outlined in the Railway Board's letter No. 1695, dated 13th June 1913, my Committee feel that the two Railways serving this port should be permitted to extend their sphere of influence in the direction of Aligarh; and it is hoped the Government of Bombay will use their influence with the Government of India to the extent of again recommending that the extension from Muttra to Aligarh be favourably considered. —I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX J-4.

TERMS FOR CONSTRUCTION OF BRANCH AND FEEDER RAILWAY LINES BY PRIVATE ENTERPRISE.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

SIMLA, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as

Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the contruction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows:—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of

promoters inquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent. per annum on the approved paid-up share capital of the company to the end of the financial

year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent. shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent. per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent. on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate the net earnings of the main line from traffic interchanged with the branch will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be

intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Commitees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent. of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated

by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Governmen of India or the Secretary of State, or to borrow money otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between

the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*ix*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent. (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows :—

(*a*) if the branch line company works its own line, as part of the working expenses of the line ;

(*b*) if the company's line is worked by the main line administration,

(1) when the net earnings do not suffice to pay interest at 5 per cent. (or suffice to pay only 5 per cent.) on the paid-up share capital of the company, as

part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent. on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent. per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof, shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:—

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent. of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent. and a minimum of 100 per cent. of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to

the Secretary to the Railway Board. Requests from promoters for information as regards existing surveys or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,
Offg. Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A, for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with form A and Appendix A.

Enclosure No. II.—Memorandum B, for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

Enclosure No. I with (Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, for as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred ; the proposed amount of capital, the number of shares and the amount of each share ;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed railway ;

(*d*) the gauge, the weight of rails, etc. ;

(*e*) motive power to be employed ;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway ;

) the proposals for working the railway when constructed ; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement ;

(*h*) the charges proposed by the applicants for floating the branch company ;

(*i*) the charges proposed on account of the general administration of the branch company's affairs ;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction,

and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

FORM A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	

	Nature of particulars to be specified.	Particulars.
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class ...	...	...
3rd or lowest class ...	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage ...	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck...		...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods).	...	...

Enclosure No. II to Government of India Resolution No. 457-R. P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred ;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed Railway;

(*d*) the gauge and the motive power to be employed ;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX J-5.

STRIKE ON MADRAS AND SOUTHERN MAHRATTA RAILWAY.

CHAMBER OF COMMERCE,
MADRAS, 30th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to enclose copy of a letter which this Chamber has addressed to the Government of India, through the Government of Madras, regarding the present position on the Madras and Southern Mahratta Railway in view of the threatened strike. I hope that your Chamber will see its way to support this Chamber on the subject.—I am, etc.,

W. D. ST. LEGER,
Acting Secretary.

CHAMBER OF COMMERCE,
MADRAS, 28th April 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
LEGISLATIVE DEPARTMENT,
Delhi.

SIR,—I have the honour to inform you that at a special meeting of the Committee of the Chamber, convened to consider the position with reference to the threatened strike on the Madras and Southern Mahratta Railway, it was resolved to make representations on the subject, through the Government of Madras, to the Government of India.

The Chamber desires to draw the attention of Government to the notice, quoted marginally, issued on the 25th instant in the Madras papers by Messrs. Short, Bewes & Co., as Solicitors for the Amalgamated Society of Railway Servants. The Committee of the Chamber understands

Under *instructions from the Amalgamated Society of Railway Servants of India and Burma, Ltd., we hereby inform the General Public that in the event of the Agent of the M. & S. M. Railway not granting the men an increase of wages, and not reinstating Brakesman Rangasawmi by the 1st day of May, 1913, there will be a general strike and those intending to travel on or after that date should assure themselves beforehand of the possibility of being carried to their destination.

that the administration of the Madras and Southern Mahratta Railway claims the right to deal direct with its own staff, and not through any third party, a claim which in the opinion of the Committee is eminently reasonable. According to the Chamber's information, in the early part of the current month the Agent of the Railway, on his own initiative, invited representatives of his staff to confer with him on any points they might desire to discuss, and the Chamber understands that on a considerable number of the more important points then discussed the Agent of the Railway has been able to meet the wishes of the employees. In particular, it appears improvements in regard to the pay of several classes of the Traffic Staff have been decided upon by the Agent with the approval of his Board, and the Departmental Officers have already taken steps to introduce these benefits with effect from the first of the current month. Nevertheless a strike is threatened. The strike seems to depend on directions from a third party, the Executive of the Amalgamated Society of Railway Servants, and apart from the objection the Railway Administration has to any intervention of that kind, it is questionable how far this Society is justified in claiming to express the views of the general body of the Railway's employees.

The Chamber is concerned solely with the commercial interests and the convenience of the general public, which must suffer severely from any strike of the kind now threatened on the Madras and Southern Mahratta Railway. It desires to urge on the Government the desirability of such legislative and other measures as may be necessary to deal with strikes on Indian Railways with a view to safeguard commercial interests and the convenience of the travelling public from avoidable injury, and to ensure that such strikes are not initiated without the concurrence of a majority of the Railway employees concerned, or without reasonable notice.

In view of the importance of the matter, I am taking the liberty of communicating copies of this letter to the Press and to interested bodies.—I have, etc.,

A. D. JACKSON,
Chairman.

W. D. ST. LEGER,
Acting Secretary.

No. 403 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 16th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter dated 30th ultimo, enclosing a copy of a letter which has been addressed by your Chamber to the Government of India, in connection with the threatened strike on the Madras and Southern Mahratta Railway.

2. My Committee have fully discussed the matter and agree with your Chamber that from every point of view it is essential that commercial interests and the convenience of the public should be safeguarded during the period of Industrial disputes ; but they also fully appreciate the difficulty of formulating definite proposals in the matter.

3. The question of effecting speedy settlements of labour disputes has engaged the attention of the Canadian Government in recent years and the scheme devised has, it is understood, met with considerable success. Briefly outlined the scheme is as follows : An Act was passed which provides that where a strike or lockout is threatened in certain industries, before such a strike or lockout can legally take place the parties must refer their differences to a Board for settlement. The Act provides machinery by which they make this reference. Each party must serve a notice informing the Government that unless a Board is appointed, a strike or lockout will take place ; that they have exhausted all possible means of arriving at a settlement between themselves and that they ask the Government to appoint a Board. The notice served on the Government contains a statement of the differences and a copy of that statement is required by the Act to be sent to the other party to the dispute.

4. A Government official then calls on each party to name a member for the Board, and the two so chosen are given an opportunity to agree upon a Chairman. If they are unable to do so within a specified time the Government official appoints the Chairman. If either party fails to name a member for the Board, the Government official appoints some one to act in place of the party not making the appointment.

5. The Board so constituted has power to compel the production of documents ; it may subpœna witnesses ; it may take evidence under oath, but its duty is that of a Conciliation Board and a Board of mediation. If a settlement can be effected, a report is prepared by the Board and sent to Government. If, however, a settlement is not possible, a report is prepared and given to the public through the press, and this report sets out what in the opinion of the Board is the real trouble at issue and what in its opinion ought to be done in justice to the situation to prevent a strike or lockout.

6. The functions of Government end here and there is nothing in the Act which compels the acceptance of the award. It is not compulsory arbitration. It is simply compulsory investigation. There is no restraint upon the parties. Once the enquiry has been held they can do as they please ; but the Act has this feature, that if the public is subjected to the inconvenience of the cessation of operations in mines or on railways, the public knows what the trouble is about and what, in the opinion of men, who have been appointed to look into it, appears to be the right and fair course to pursue.

7. This Act has been in force just over 5 years and during that time 132 applications for Boards under the Act have been made. In all but 15 cases strikes were averted. It will readily be seen that once a party is obliged to submit its case to the public, it will not rush into a situation and be exposed in regard to it unless, it feels there is a substantial measure of justice in the case.

8. With regard to the 3rd paragraph of your enclosure, in which your Chamber urges upon the Government of India the desirability of ensuring that strikes are not initiated without reasonable notice, I am to state that my Committee are of opinion that no legislative enactment on these lines is likely to be effective. It is understood that in Portugal an Act was passed in 1910 which compelled employes to give 14 days' notice of their intention to cease work and they were prohibited from leaving their work until that period had expired. The effect of the legislation however was unsatisfactory inasmuch as only a few weeks after the Act was passed, a violent railway strike broke out and the employees did not trouble to give notice. During the recent strike of railway servants in Spain precisely the same thing happened.

9. A point however that might also be considered is that of conferring greater powers on local managements in connection with increases of pay in certain grades of railway administrations. It is understood that matters of this kind have frequently to be submitted to the Home Board, and so far as my Committee are able to judge, this often means a considerable delay before a settlement is arrived at, which must be unsatisfactory to those concerned. This being so it would probably be advantageous if greater powers in this direction were given to those in immediate control in India.

10. I am to add that my Committee fully appreciate the importance of the matter referred to in your letter, and if later any definite proposals can be put forward, they will be pleased to give them very careful consideration. The reply from the Government of India to your letter, dated 28th April last, may suggest a course of procedure and will therefore be awaited with interest, for there can be no doubt that a strike of sufficient magnitude to paralyse a Railway System must seriously affect the commercial interests of the country and the convenience of the public generally.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 414 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1913.

THE SECRETARY, RAILWAY BOARD,
Simla.

SIR,—With reference to a letter from The Hon'ble Mr. A. D. Jackson, Chairman of the Madras Chamber of Commerce, to the Legislative Department of the Government of India, dated 28th April 1913, in connection with the recent threatened strike on the Madras and Southern Mahratta Railway, I am directed to inform you that this Chamber has been asked to support the representations of the Madras Chamber, which set forth the desirability of introducing such legislative and other measures, as might be necessary to deal with strikes on Indian Railways, with a view to safeguarding commercial interests and the convenience of the travelling public, from avoidable injury, and ensuring that such strikes

are not initiated without the concurrence of a majority of the Railway employees concerned, or without reasonable notice.

2. My Committee accordingly addressed the Madras Chamber on the subject, and I am instructed to send you herewith a copy of this Chamber's letter for your information.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary

Similar letter No. 415 to the Secretary to the Government of India, Commerce and Industry Department.

APPENDIX J-6.

SIMPLIFICATION OF GOODS TARIFF.

No. 578.

INDIAN RAILWAY CONFERENCE ASSOCIATION,
AGRA, 17th March 1913.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your Chamber's letter No. 1107 of the 23rd December 1912, I beg to forward, for information, extract proceedings of the meeting of the Goods Classification Committee held in Calcutta on the 20th January 1913 and following days. With regard to the points raised in the enclosure to your letter, I am to say that the matter is under the consideration of the Committee.—Yours faithfully,

C. V. BLISS,
Secretary.

Enclosure to letter No. 578, dated the 17th March 1913, from the Secretary, I.R.C.A., to the Secretary, Chamber of Commerce, Bombay.

Extract Proceedings of Meeting No. 11 of the Goods Classification Committee held in Calcutta on the 20th January 1913 and following days :—

MIN. 226. Representations received from Bombay Chamber of Commerce—The Committee then proceeded to consider the proposals received from the Bombay Chamber of Commerce, *vide* their letter No. 1107, dated 23rd December 1912, for amendments of certain General Rules of the General Classification and for Classification of certain commodities as reproduced below :—

Representations received from Bombay Chamber of Commerce.

BOMBAY CHAMBER'S REMARKS.	COMMITTEE'S VIEWS.
(*a*) Responsibility of Railways-Rule 36, Clause *c* Page 17—(G.I. P. Goods Tariff Book No. I, dated 1st March 1912).	MIN. 226 (*a*).—The Committee were of opinion that before the suggested alteration be made it is desirable that the question should be referred to the Indian Railway Conference Association so that legal opinion may be taken.
The inclusion of the word "Fire" in this clause appears to be at variance with accepted facts inasmuch as Railways are responsible for loss when the fire is attributable to negligence on their part or on the part of their servants. It is therefore suggested that the word "Fire" should be qualified in the above sense. It should also be clearly expressed that all Railway Risk Rates include the risk of fire.	
(*b*) My Committee submit that enhancement of railway rates for carriage of goods should only take place after ample notice, say 3 months, has been given to the public. This appears to be essential because of the length of time elapsing	(*b*) This question was considered at the meeting of the Indian Railway Conference Association in 1911 when the minimum period of notice to be given of enhancement of rates was increased from 14 days to one month. The Committee are

between the despatch of goods from upcountry and arrival at destination. My Committee understand that this question was considered by the Conference and that from 1st January 1912 the period of obligatory notice was increased from 14 days to one month, but it is felt that in the interests of trade generally the notice should be extended as suggested above.

(*c*) In the case of stations from which goods can be booked to destination by two or more routes, it should be made obligatory on the forwarding railway to be responsible for booking them by the cheapest route, unless the sender elects and specially instructs the railway to despatch by a particular route. It occasionally happens that although the rate charged in the Railway Receipt is "by the cheapest route" the goods are actually forwarded by a different route. In such cases the receiving railway should be obliged to charge only the lower rate instead of the rate by which the goods are actually routed. Similarly in the case of traffic which can be booked to Bombay by both the B. B. & C. I. Railway and the G. I. P. Railway the destination "to Carnac Bridge or Wadi Bunder, whichever be cheaper," be allowed to be stated

of opinion that this notice is reasonable. If any trader has occasion to complain that his interests have suffered through the application of the rule as it stands, any representation he makes to the Railway Administration concerned will doubtless receive sympathetic consideration.

(*c*) Conference Rule 21 reads as under:—

"In the absence of mutual agreement between particular Railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

(*i*) all traffic, except passengers and their baggage, shall be booked and carried by the cheapest route;

(*ii*) where the rates for two or more routes are equal, traffic may be booked and carried by the route most favourable to the railway on which it originates,"

and Railways have a rule to the following effect:—

"When senders wish to despatch goods to a station on a

in the Consignment Notes, so that the forwarding railway would be held responsible for booking to either the one or the other station whichever be cheaper.

Foreign Railway by a route other than the cheapest, they must declare on the Forwarding Note in writing as follows and specially sign the declaration:—

> "To be despatched by this route, which isnot the cheapest, at my request."

The Committee think it probable the Chamber of Commerce will regard this as fulfilling their requirements, since a receiving railway cannot, under these rules, charge rates by other than the cheapest route, unless the sender specifically makes the prescribed declaration; but where there are two or more stations in a City as in the case of Bombay, Calcutta or Madras, the obligation to book by the route that serves the particular station at which the goods are to be delivered should rest with the sender. There is, however, no objection to a remark being made on the Consignment Note as suggested in the latter part of para. (*c*) to the following effect:—

> "To Wadi Bunder, or Carnac Bridge, whichever be cheaper:"

Provided the station named is open for booking from the forwarding station.

(*d*) Rule 21, page 12.—According to this rule, the Railways have the right to re-weigh goods and charge for overweight. It is submitted that an addition might be made to this rule to the effect that consignees also have the right to re-weigh, if it is found that the weight in the R/Receipt has been erroneously declared at the forwarding station. A similar addition might also be made to Rule 20, page 12.	(*d*) The Committee have no information that Railways have ever raised any difficulties about re-weighing consignments in such cases, and do not think there is any need for any addition to the rule as suggested. The General Rules of the Classification are intended for the guidance of Railway Administrations, and it would not be possible to frame rules to meet every requirement of the public.

No. 1681.

INDIAN RAILWAY CONFERENCE ASSOCIATION.

AGRA, 8th August 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—Referring to your Chamber's letter No. 1107 of the 23rd December 1912, and my No. 578 of the 17th March 1913, the Chamber's proposal for a revision of the classification of certain articles was considered by the Committee, and the changes recommended by them are as mentioned in the enclosed statement. This revised classification is being notified to come into force from 1st October 1913 on Railways, subject to the proviso that a railway shall not charge a commodity at a higher class than that at which it was classified on that railway on the 30th June 1910.—Yours faithfully,

C. V. BLISS,
Secretary.

Enclosure to I. R. C. A. letter No. 1681 of the 8th August 1913.

Articles, the classification of which has been revised, as shewn below:—

Articles.	Present classification.		Revised classification.	
	R. R.	O. R.	R. R.	O. R.
Alkali (soda ash)...	.....	.....	2	1
Bicarbonate of soda	2	.....	2	1
Bleaching powder	2	.....	2	1
Carbonate of soda ...	1	.....	Omitted	
Carbonate of ammonia	.....	.....	2	1
Caustic soda	2	.....	2	1
Chloride of calcium	2	.....	2	1
Crystals, soda*	1	.....	1	...
Muriate of ammonia includes salamac.	.....	.....	2	1
Soda, refined	3	.....	Omitted	
Soda, unrefined	1	.....	Omitted	
Soda, washing	1	.....	Omitted	
Sulphate of ammonia	2	.....	2	1
Zinc, pure	.....	.....	4	3

* The term "Crystal soda" has been revised to read "crystals, soda."

No. 1354-1.

INDIAN RAILWAY CONFERENCE ASSOCIATION.

AGRA, 12th December 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to inform you that the next meeting of the Goods Classification Committee will be held at Madras on the 2nd February next and to request that I may be informed, not later

than the 31st instant, of any subjects which your Chamber may wish to be considered by the Committee. If a representative will be sent to discuss matters with the Committee, will you kindly advise me of his name and address ?—Yours faithfully,

C. V. BLISS,
Secretary.

APPENDIX J-7.

CONTROL OF ROPEWAYS.

No. 477-R. P.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

RAILWAY BOARD,

SIMLA, 25th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Karachi.

SIR,—With reference to your letter No. 678, dated the 20th September 1912, to the address of the Secretary to the Government of India, Commerce and Industry Department, and in continuation of that Department's letter to your No. 7285-138, dated the 26th September 1912, I am directed to forward herewith a copy of Railway Board's letter No. 467 R. P., dated the 17th October 1913, to Local Governments on the subject of the necessity for legislation for the control of ropeways and to say that, as the Karachi Chamber of Commerce have interested themselves in the matter, the Railway Board would be glad to receive any suggestions which that Chamber may have to put forward in regard to the provisions to be embodied in the proposed Act.—I have, &c.,

P. C. YOUNG,
Asstt. Secretary, Railway Board.

No. 478 R. P., dated 25th November 1913.

Copy, with enclosures, forwarded to the Secretary to the Bombay Chamber of Commerce, for information and any remarks which the

Chamber may have to offer in regard to the proposed Act for the control of ropeways.—By order,

P. C. YOUNG,
Asstt. Secretary, Railway Board.

No. 407 R. P.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Railway Project.

SIMLA, 17th October 1913.

(i) THE SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT.

(ii) THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT.

(iii) THE SECRETARY TO THE GOVERNMENT OF BENGAL, RAILWAY DEPARTMENT.

(iv) THE SECRETARY TO THE GOVERNMENT OF BIHAR AND ORISSA, PUBLIC WORKS DEPARTMENT.

(v) THE SECRETARY TO THE GOVERNMENT OF THE UNITED PROVINCES OF AGRA AND OUDH, PUBLIC WORKS DEPARTMENT.

(vi) THE SECRETARY TO THE GOVERNMENT OF THE PUNJAB, BUILDINGS AND ROADS BRANCH.

(vii) THE JOINT SECRETARY TO THE GOVERNMENT OF BURMA, PUBLIC WORKS DEPARTMENT.

(viii) THE HON'BLE THE CHIEF COMMISSIONER OF CENTRAL PROVINCES.

(ix) THE HON'BLE THE CHIEF COMMISSIONER, ASSAM.

(x) THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL, RAJPUTANA.

(xi) THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL, CENTRAL INDIA.

(xii) THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL AND CHIEF COMMISSIONER, BRITISH BALUCHISTAN.

(xiii) THE HON'BLE THE CHIEF COMMISSIONER AND AGENT TO THE GOVERNOR GENERAL, NORTH-WEST FRONTIER PROVINCE.

SIR,—I am directed to say that the Government of India have had under consideration the advisability of undertaking legislation for the control of ropeways, a form of transportation which appears likely to find increasing favour with private promoters, particularly in mountainous tracts where the cost of railway construction is necessarily high.

In this connection I am to point out that the provisions of neither the Railways Act nor the Tramways Act apply to ropeways, and that the only Act of the Indian Legislature which affords Government any means of controlling the construction of a ropeway is the Land Acquisition Act, since under that Act. Government would have to decide that any proposed ropeway was necessary for a public purpose, before its provisions of the Act could be applied. Even as regards construction, this would appear to afford an inadequate degree of control, since it is possible that promoters might acquire all the land necessary for the purposes of a ropeway—not as a rule an extensive area—by private negotiation, while as regards working, existing legislation affords no control.

Vide Sections 4 (1), 38 (2) and 40 (1) of the Act.

I am to say that in these circumstances, it appears to the Railway Board that the time is approaching when it will be advisable to frame an Act on the lines of the existing Railway Act for the control of ropeways.

I am to explain that, though it might appear at first sight that a ropeway is more akin to a tramway than to a Railway, and that for this reason the proposed Act might preferably follow the lines of the Tramway Act, the Government of India consider that for the following reasons ropeways are more likely to resemble railways in the purposes for which they will be constructed, and in the actual work which they will have to perform. Ropeways are likely to be constructed primarily for the conveyance of goods; the carriage of

passengers, if undertaken at all, being subsidiary to this main business. They will also, as a rule, be constructed with a view to connecting towns, villages and other centres of production with railway stations or with centres from which other means of transport are available. A ropeway will not in ordinary circumstances lie within the limits of a single municipality.

As ropeways may, in course of time, prove valuable feeders to existing railways, it may prove expedient to extend concessions similar to the "Branch Line Terms" to enterprises of this nature.

Ropeway projects are thus liable in certain cases to be submitted, where alternative proposals for the construction of branch railways have been received, and in other cases, if adequate control be not exercised, may enter into competition for traffic with existing railways.

I am to say that, while the Government of India are inclined to think that action in the direction indicated in the foregoing paragraphs is desirable, they would be glad before moving further in the matter to be furnished with the views of (i) to (iii) His Excellency the Governor in Council / (iv) His Honour the Lieutenant-Governor in Council / (v) to (vii) His Honour the Lieutenant-Governor / (viii) to (xiii) your views on the following points:—

(1) Whether legislation for the control of the construction and working of ropeways is at the present time desirable.

(2) What form such legislation, if it is to be undertaken, should assume.

In this connection, I am directed to endorse a copy of a letter from the Government of Bengal, together with a draft local measure, which has been prepared by a Committee sitting in Calcutta. You will observe that it has been decided not to proceed with this Bill in view of the probability Imperial legislation on the subject being undertaken, but it is forwarded herewith for consideration in connection with the second of the two questions submitted above.—I have, &c.

T. RYAN,

Offg. Secretary, Railway Board.

No. 667-M. P. I., dated Dacca, the 8th July 1913.

From—The HON'BLE Mr. B. K. FINNIMORE, Secretary to the Government of Bengal, Public Works Department,

To—The SECRETARY TO THE GOVERNMENT OF INDIA, Railway Department (Railway Board).

I am directed to acknowledge the receipt of your letter No. 224-R. P. of the 20th June 1913, asking for a copy of the Minutes of the proceedings of the Committee appointed by this Government to consider the preparation of a Bill for the control of aerial ropeways in Bengal; and stating that, in the opinion of the Government of India, it would be advisable to legislate for the control of the construction and working of aerial ropeways by means of a Bill in the Imperial Legislative Council.

2. In reply, I am to submit 5 copies of the draft Bill as formulated and approved by the Committee appointed by this Government for the purpose.

3. The objects which the Committee were instructed to bear in mind when preparing the Bill were to authorize surveys, and the carrying of aerial ropeways over private property; to provide for compensation to the owners of such property; and to ensure the safe and efficient working of the ropeways when constructed. I am desired to add that, in formulating their proposals, the Committee also took into consideration (i) that aerial ropeways in Bengal would probably be small affairs for some years to come and would not, therefore, require very elaborate legislation; and (ii) that some experience of the working of these ropeways in Bengal should be obtained before detailed legislation was initiated.

4. In view of the fact that legislation will be shortly undertaken in the Imperial Council for the control and working of aerial ropeways throughout India, His Excellency in Council agrees that it would be inadvisable to proceed with a Bill which would be applicable only to Bengal.

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30. Punishment for acts or attempts tending to endanger safety of persons travelling or being upon aerial ropeway.

31. Arrest for offences against certain sections and procedure thereupon.

THE BENGAL AERIAL ROPEWAYS BILL, 1913.

A bill to authorize, facilitate and regulate the construction and working of aerial ropeways in the Presidency of Fort William in Bengal.

Whereas it is expedient to authorize, facilitate and regulate the construction and working of aerial ropeways in the Presidency of Fort William in Bengal;

And whereas the sanction of the Governor General has been obtained, under Section 5 of the Indian Councils Act, 1892, to the passing of this Act;

It is hereby enacted as follows:—

Short title and local extent.

1. (*1*) This Act may be called the Bengal Aerial Ropeways Act, 191

(2) It extends to the whole of the Presidency of Fort William in Bengal.

2. In this Act unless there is anything repugnant in the subject or context :— Definitions.

(1) " aerial ropeway " means an aerial ropeway (or any portion thereof authorised under this Act, and includes all posts, trucks, stations, offices, warehouses, workshops, machinery and other works used in connection with, and all land appurtenant to, such aerial ropeway ;

(2) " Collector" means the chief officer in charge of the land revenue administration of a district ;

(3) " post " means a post, trestle, standard, strut, stay or other contrivance for carrying, suspending or supporting a rope ;

(4) "prescribed" means prescribed by rules made by the Local Government under section 26 ;

(5) " promoter " means the person in whose favour an order has been made under section 3, and includes a person on whom the rights and liabilities conferred and imposed on a promoter by this Act, and by rules and orders made under this Act, have devolved ;

(6) " rope " includes any flexible or rigid rope, rail or way on which a truck travels or can be suspended ; and

(7) " truck " means any vehicle or carrier hung or suspended from a rope and used for the carriage of goods or passengers or for any other purpose in connection with the working of an aerial ropeway.

Orders authorising the Construction of Aerial Ropeways.

3. (1) The Local Government may, on application made by any person, make an order authorising the construction by such person, subject to such restrictions and conditions as the Local Government may think proper, of an aerial ropeway within any specified area or along any specified route— Order authorising construction and contents of such order.

(a) for the public carriage of goods exclusively,

(*b*) for the public carriage of goods and passengers, or

(*c*) when the aerial ropeway is used in lieu of a railway siding or as a feeder line to a railway, for the private carriage of goods only:

Provided that, before an order is made under this sub-section, the Local Government shall, by notification in the *Calcutta Gazette*, publish its intention to make the order, and shall cause public notice of such intention to be given at convenient places within the said area or along the said route;

and shall cause a like notice to be served on every owner or occupier of land over which such route lies, and shall consider any objection or suggestion, with respect to the proposed order, which may be received from any person within a date to be specified in such notification or notice.

(*2*) Every such order shall, when made, be published in the *Calcutta Gazette*, and shall specify—

(*i*) a time within which the construction shall be commenced;

(*ii*) a time within which the construction shall be completed;

(*iii*) the motive power to be used on the aerial ropeway and the conditions (if any) on which such power may be used;

(*iv*) the minimum headway to be maintained under different parts of the rope;

(*v*) the points under the rope at which bridges or guards shall be constructed and maintained; and

(*vi*) such other matters as the Local Govenment may deem necessary.

Contents of application.

4. Every application made for an order under section 3 shall include—

(*a*) a description of the undertaking and of the route to be followed by the proposed aerial ropeway;

(*b*) an estimate of the cost of construction thereof; and

(*c*) all necessary maps, plans, sections and drawings in connection therewith.

Cessation of powers given by an order.

5. (*1*) If a promoter authorised by an order under section 3 to construct an aerial ropeway—

(*a*) does not, within the time specified in the order, substantially commence the construction of the aerial ropeway; or

(*b*) does not, within the time specified in the order complete the construction thereof;

the powers given to the promoter by such order shall, unless the Local Government, by a notification in the *Calcutta Gazette*, prolongs the time so specified, cease to be exercised.

(*2*) A notification published by the Local Government in the *Calcutta Gazette* to the effect that on such date as may be specified in the notification the construction of an aerial ropeway had not been substantially commenced, or that the aerial ropeway had not been completed, shall, for the purposes of this section, be conclusive proof of the matters stated therein.

Opening of aerial ropeway to passenger traffic.

6. When the construction of an aerial ropeway has been authorised under this Act for the public carriage of goods only, the Local Government may, on application made by the promoter, sanction the opening of such ropeway for the public carriage of passengers also.

Inspection of Aerial Ropeways.

Inspection of aerial ropeway before opening.

7. No aerial ropeway shall be opened for any kind of traffic until the same has been inspected by an Engineer or other officer appointed in that behalf by the Local Government and has been certified by him to be fit for such traffic, and until sanction for the opening thereof has been notified by the Local Government in the *Calcutta Gazette*.

Appointment and duties of Inspector.

8. (*1*) The Local Government may appoint any person to be an Inspector of aerial ropeways.

(*2*) It shall be the duty of such Inspector from time to time to inspect such ropeways and to determine whether they are maintained in a fit condition and worked with due regard to the convenience and safety of the public, and consistently with the provisions of this Act.

9. An Inspector appointed under section 8 shall, for the purpose of any of the duties which he is authorised or required to perform under this Act, be deemed to be a public servant within the meaning of the Indian Penal Code, and shall, for that purpose, have such powers as may be prescribed.

Powers of Inspectors.

10. The promoter and his servants and agents shall afford to an Inspector appointed under this Act, all reasonable facilities for performing the duties and exercising the powers imposed and conferred upon him by this Act or by rules made thereunder.

Facilities to be afforded to Inspector.

Construction and Maintenance of Aerial Ropeways.

11. (*1*) Subject to the provisions of this Act, and, in the case of immovable property not belonging to the promoter, to the provisions of any enactment for the time being in force for the acquisition of land for public purposes and for companies, a promoter may—

Authority of promoter to execute all necessary works.

(*a*) make such survey as he thinks necessary ;

(*b*) place and maintain posts in or upon any immovable property ;

(*c*) suspend and maintain a rope over, along or across any immovable property ;

(*d*) make such bridges, culverts, drains, embankments and roads as he thinks necessary ;

(*e*) erect and construct such machinery, offices, stations, warehouses and other buildings, works and conveniences as the promoter thinks proper ; and

(*f*) do all other acts necessary for constructing, maintaining, altering, repairing and using the aerial ropeway :

Provided that, if the Collector by order in writing so directs—

(*i*) any post, or any stay or strut required for the sole purpose of securing in position any post, may be fixed

on any immovable property, or, having been fixed thereon, may be removed to another place; and

(*ii*) a rope may be suspended over, along or across any immovable property.

(*2*) When making an order under the proviso to sub-section (*1*), the Collector shall fix the amount of compensation or of annual rent or of both which should, in his opinion, be paid by the promoter to the owner or occupier of the immovable property.

Temporary entry upon land for repairing or preventing accident.

12. (*1*) A promoter may at any time, for the purpose of examining, repairing or altering an aerial ropeway or of preventing any accident, enter upon any immovable property adjoining such ropeway, and may do all such works as may be necessary for such purpose.

(*2*) In the exercise of the powers conferred by sub-section (*1*), the promoter shall cause as little damage as possible, and compensation shall be paid by him for any damage so caused; and, in the case of any dispute as to the amount of such compensation, the matter shall be referred to the decision of the Collector.

Removal of trees.

13. (*1*) Where any tree standing or lying near an aerial ropeway interferes with, or is likely to interfere with, the construction, maintenance, alteration or use of the ropeway, the Collector may, on the application of the promoter, cause the tree to be removed or otherwise dealt with as he thinks fit.

(*2*) When disposing of an application under sub-section (*1*), the Collector shall, in the case of any tree in existence before the construction of the aerial ropeway, award to the person interested in the tree such compensation as he thinks reasonable, and such person may recover the same from the promoter.

Orders of Collector subject to revision by Local Government.

14. No suit shall lie, in respect of any matter referred to in the proviso to sub-section (*1*) of section 11, sub-section (*2*) of section 11, section 12 or section 13; but every order made by a Collector under any of those sections shall be subject to revision by the Local Government.

Working of Aerial Ropeways.

Promoter may fix rates of fares.

15. A promoter shall, for the purposes of working an aerial ropeway opened for the public carriage of goods or passengers and subject to such maximum rates as may be prescribed, have power from time to time to fix the rates of fares for the carriage of goods or passengers on the aerial ropeway.

Duty of promoter to work aerial ropeway without partiality.

16. No promoter shall, for the purposes of working an aerial ropeway, opened for the public carriage of goods or passengers, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or any particular description of traffic in any respect whatsoever, or subject any particular person or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Reporting of accidents.

17. When any of the following accidents occur in the course of working an aerial ropeway, namely :—

(*a*) any accident attended with loss of human life or with grievous hurt as defined in the Indian Penal Code, or with serious injury to property ;

(*b*) any accident of a description usually attended with loss of human life or with such grievous hurt as aforesaid or with serious injury to property ;

(*c*) any accident of any other description which the Local Government may notify in this behalf in the *Calcutta Gazette*;

the promoter shall, without unnecessary delay, send notice of the accident to the Local Government and to the Inspector of the aerial ropeway ;

and the promoter's servant in charge of the station on the aerial ropeway nearest to the place at which the accident occurred or, where there is no station, the promoter's servant in charge of the section of the aerial ropeway on which the accident occurred shall, with the least possible delay, give notice of the accident to the Magistrate of the district in which the accident occurred and to the

officer in charge of the police-station within the local limits of which it occurred or to such other Magistrate and police-officer as the Local Government may appoint in this behalf.

Power to Local Government to close and re-open aerial ropeway.

18. (*1*) If, after inspecting any aerial ropeway opened to traffic, an Inspector is of opinion that the use of the ropeway or of any specified part thereof may be attended with danger to the public, he shall state that opinion, together with the grounds therefor, to the Local Government ;

and the Local Government may thereupon order that, for reasons to be set forth in the order, the aerial ropeway, or the part thereof so specified, be closed to all traffic or to any specified class of traffic.

(*2*) When, under sub-section (*1*), an aerial ropeway or any part thereof has been closed to any traffic, it shall not be re-opened to such traffic until it has been inspected and its re-opening sanctioned, in accordance with the provisions of this Act.

Cessation of powers of promoter on discontinuance of aerial ropeway.

19. If, at any time after the opening of an aerial ropeway, it is proved to the satisfaction of the Local Government that the promoter has for three months discontinued the working of the ropeway or of any part thereof, without a reason sufficient, in the opinion of the Local Government, to warrant such discontinuance, the Local Government may, if it thinks fit, by notification in the *Calcutta Gazette*, declare that the powers of the promoter in respect of such aerial ropeway or part thereof shall, from the date of publication of the notification, be at an end ; and thereupon the said powers shall cease and determine.

Power to Local Government to remove aerial ropeway on cessation of promoter's powers.

20. (*1*) When a notification has been published under section 19, in respect of any aerial ropeway or of any part thereof, an officer appointed in that behalf by the Local Government may, at any time after the expiration of two months from the date of such notification, remove such aerial ropeway or part thereof as the case may be ;

and the promoter shall pay to the officer so appointed such costs of removal as shall be certified by that officer to have been incurred by him.

(*2*) If the promoter fails to pay the amount of costs so certified within one month after the delivery to him of the certificate or of a copy thereof, such officer may, either by public auction or private sale and without any previous notice to the promoter and without prejudice to any other remedy which he may have for the recovery of the said amount, sell and dispose of the materials of the aerial ropeway or part thereof so removed ;

and may, out of the proceeds of the sale, pay and reimburse himself the amount of costs certified as aforesaid and of the costs of the sale ;

and shall pay over the residue (if any) of such proceeds to the promoter.

Inability or insolvency of Promoter.

Proceedings in case of inability or insolvency of promoter.

21. (*1*) If, at any time after the opening of an aerial ropeway, it appears to the Local Government that the promoter is insolvent or is unable to maintain the ropeway or to work the same with advantage to the public or at all,

the Local Government may declare by notification in the *Calcutta Gazette* that the powers of the promoter, in respect of such aerial ropeway, shall, at the expiration of six months from the publication of the notification, be at an end ; and thereupon the said powers shall, at the expiration of that period, cease and determine.

(*2*) at any time after the expiration of the said six months an officer, appointed by the Local Government in that behalf, may remove the aerial ropeway in the same manner and subject to the same provisions as to the payment of costs and to the same remedy for the recovery thereof, in every respect as in cases of removal under section 20.

By-laws.

Power to promoter to make by-laws.

22. (*1*) A promoter shall, subject to the provisions of sub-section (*3*), make by-laws consistent with this Act—

(*a*) for regulating the rate of speed at which trucks are to be moved or propelled ;

(*b*) for declaring what shall be deemed to be dangerous or offensive goods and for regulating the carriage of such goods ;

(*c*) for regulating the maximum number of passengers and the maximum weight of goods to be carried in each truck ;

(*d*) for regulating the use of steam power or any other mechanical power or electrical power on the aerial rope-way ;

(*e*) for regulating the conduct of the promoter's servants ;

(*f*) for regulating the terms and conditions on which the promoter will warehouse or retain goods at any station on behalf of the consignee or owner of such goods ; and

(*g*) generally for regulating the travelling upon, and the use, working and management of the aerial ropeway.

(*2*) Such by-laws may provide that any person who contravenes the provisions of any of them shall be liable to fine which may extend to any sum not exceeding fifty rupees, and that, in the case of a breach of a by-law made under clause (*e*) of sub-section (*1*), the promoter's servant, responsible for the same, shall forfeit a sum not exceeding one month's pay, which sum may be deducted by the promoter from his pay.

(*3*) A by-law made under this section shall not take effect until it has been confirmed by the Local Government and published in the *Calcutta Gazette* :

Provided that no such by-law shall be so confirmed until it has been previously published for at least one month in the *Calcutta Gazette* and in such other manner as may be prescribed.

Supplementary Provisions.

Returns.

23. A promoter shall, in respect of an aerial ropeway opened for the public carriage of goods or passengers, submit to the Local Government returns of capital, receipts and traffic at such intervals and in such forms as may be prescribed.

Protection of roads, railways, tramways and waterways.

24. No promoter shall, in the course of construction, repair, working or management of an aerial ropeway, in any way injure any public road, railway, tramway or waterway or obstruct or interfere with the traffic on any public road, railway, tramway or waterway.

Acquisition of land by a promoter, not being a company.

25. The Local Government may, if it thinks fit, on the application of any promoter not being a company desirous of obtaining any land for the purpose of constructing, working or managing an aerial ropeway, direct that he may, subject to the provisions of this Act, acquire such land under the provisions of the Land Acquisition Act, 1894, in the same manner and on the same conditions as it might be acquired if the promoter were a company.

Rules by Local Government.

Power to Local Government to make rules.

26. (*1*) The Local Government may, after previous publication, make rules to carry out the purposes of this Act.

(*2*) In particular, and without prejudice to the generality of the foregoing powers, such rules may prescribe—

(*a*) the powers of an Inspector appointed under section 8;

(*b*) the maximum rates of fares which a promoter may fix under section 15;

(*c*) the manner of previous publication of by-laws made under section 22 besides publication in the *Calcutta Gazette*;

(*d*) the intervals at which a promoter shall submit returns under section 23 and the forms in which such returns shall be submitted; and

(*e*) the manner in which notices under this Act shall be served.

(*3*) All rules made under this section shall be published in the *Calcutta Gazette*.

Offences, Penalties and Arrest.

Failure of promoter to comply with Act.

27. If a promoter—

(*a*) constructs or maintains an aerial ropeway otherwise than in accordance with the terms of an order made under section 3; or

(*b*) opens an aerial ropeway or permits it to be opened in contravention of any of the provisions of section 7 ; or

(*c*) fails to comply with the provisions of section 10 ; or

(*d*) fails to pay within a reasonable time any compensation awarded by the Collector or by the Local Government under sections 11, 12, 13 or 14; or

(*e*) contravenes any of the provisions of section 16 ; or

(*f*) fails to send notice of any accident as required by section 17 ; or

(*g*) fails to close an aerial ropeway in accordance with an order passed under sub-section (1) of section 18, or re-opens any aerial ropeway in contravention of sub-section (2) of that section ; or

(*h*) continues to exercise the powers of a promoter in respect of any aerial ropeway, in contravention of the provisions of section 19 or section 21 ; or

(*i*) fails to comply with the provisions of section 22 or section 23 ; or

(*j*) contravenes any of the provisions of section 24 ; or

(*k*) contravenes the provisions of any rule made under section 26,

he shall (without prejudice to the enforcement of specific performance of the requirements of this Act, or of any other remedy which may be obtained against him) be punishable with fine which may extend to two hundred rupees, and in the case of a continuing offence, to a further fine which may extend to fifty rupees for every day, after the first, during which the offence continues to be committed.

Unlawfully obstructing promoter in exercise of his powers.

28. If any person without lawful excuse—the burden of proving which shall be upon him—wilfully obstructs any person acting under the authority of the promoter in the lawful exercise of his powers in constructing, maintaining, altering, repairing or working an aerial ropeway, or injures or destroys any mark made for the

purpose of setting out the line or route of an aerial ropeway, he shall be punished with fine which may extend to one hundred rupees.

Unlawfully interfering with aerial ropeway.

29. If any person without lawful excuse—the burden of proving which shall lie upon him—wilfully does any of the following things, namely :—

(*a*) interferes with, removes or alters any part of an aerial ropeway or of the works connected therewith ;

(*b*) does anything in such a manner as to obstruct any truck travelling on an aerial ropeway ;

(*c*) attempts to do, or abets, within the meaning of the Indian Penal Code, the doing of anything mentioned in clause (*a*) or clause (*b*) ;

he shall (without prejudice to any other remedy which may be obtained against him in a Court of Civil Judicature) be punishable with fine which may extend to one hundred rupees.

Punishment for acts or attempts tending to endanger safety of persons travelling or being upon aerial ropeway.

30. If any person does anything mentioned in clause (*a*), clause (*b*) or clause (*c*) of section 29, or does, attempts to do, or abets, within the meaning of the Indian Penal Code, the doing of any other act or thing in relation to an aerial ropeway with intent or with knowledge that he is likely to endanger the safety of any person travelling or being upon the aerial ropeway, he shall be punished with transportation for life or with imprisonment for a term which may extend to ten years.

Arrest for offences against certain section.

31. (1) If any person commits any offence under section 28 which obstructs the working of an aerial ropeway, or commits any offence punishable with imprisonment under section 30, he may be arrested without warrant or other written authority by any servant of the promoter, or by any police officer or by any other person whom such servant or officer may call to his aid.

(2) A person so arrested shall, with the least possible delay, be taken before a Magistrate having authority to try him or to commit him for trial.

No. 1160 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 19th December 1913.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am directed to acknowledge receipt of your letter No. 478-R. P., dated 25th ultimo, forwarding copies of correspondence in connection with a proposed Act for the control of ropeways, together with a copy of the Bengal Aerial Ropeways Bill, 1913, and requesing the views of this Chamber thereon.

2. In reply, I am to state that, in the opinion of my Committee, legislation for the control of the construction and working of ropeways is desirable at the present time; and that they generally approve the provisions of the draft local measure prepared by the Government of Bengal. It is felt, however, that section 24 of the Bengal Bill is, perhaps, rather too stringent in view of the fact that a temporary obstruction might be unavoidable during the construction or repair of a ropeway. It is suggested this might be provided for in the Bill, subject to such local supervision and control as may be necessary.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX K-1.

RENEWAL OF EASTERN MAIL SERVICE CONTRACT.

R. S. R. No. 3934 of 1913.

CUSTOM HOUSE,
BOMBAY, 14th July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—The terms on which the contract with the P. & O. S. N. Company for the Eastern Mail Service will be renewed are shortly to come under the consideration of the Government of India, and,

under instructions from the Government of Bombay, I have the honour to request that I may be favoured with the views of the Chamber in the matter for submission to Government.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

R. S. R. No. 3934 of 1913.

CUSTOM HOUSE,
BOMBAY, 31st July 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to my R. S. R. No. 3934, dated the 14th instant, I have the honour to forward, for the information of the Chamber, a copy of the existing contract with the P. & O. Company for the Eastern Mail Service.—I have, etc.,

M. M. S. GUBBAY,
Collector of Customs.

HIS MAJESTY'S POSTMASTER GENERAL AND THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

EAST INDIA, CHINA AND AUSTRALIA MAILS.

CONTRACT.

Articles of Agreement under seal made and entered into this seventh day of August one thousand nine hundred and seven between the Right Honourable Sydney Charles Buxton, M.P., His Majesty's Postmaster General (hereinafter called "the Postmaster General" in which term his successors in the office of His Majesty's Postmaster General for the time being shall be deemed to be included) on behalf of His Majesty of the one part and the Peninsular and Oriental Steam Navigation Company whose office is situated at 122, Leadenhall Street, in the City of London (hereinafter called "the Company" in which term their successors and permitted assigns shall be deemed to be included) of the other part.

These presents witness that in consideration of the matters hereinafter appearing it is hereby agreed and declared between and by the parties hereto and the Postmaster General (as to the

covenants agreements and stipulations hereinafter contained on his part) doth hereby covenant and agree with the Company and the Company (as to the covenants agreements and stipulations hereinafter contained on their part) do hereby covenant and agree with the Postmaster General in manner following (that is to say):—

INTERPRETATION OF TERMS.

Interpretation of terms.

1. For all the purposes of this Agreement:—

The term "mails" means and includes all bags boxes baskets or packages of letters and all other articles for the time being transmissible by post (including parcels) without regard either to the country or place to which they may be addressed or to the country or place in which they may have originated and also all empty bags boxes baskets or other receptacles and all stores and other articles used or to be used in carrying on the Post Office service.

The term "postal packet" means any article for the time being transmissible by post and includes a parcel.

The term "parcel" means a parcel within the meaning of the Post Office (Parcels) Act 1882.

The term "mail-ship" means a vessel provided for the conveyance of mails under this Agreement.

The term "Adelaide" means the signalling station (known as "Adelaide Semaphore") at or off the port of the City of Adelaide in South Australia.

The term "the Admiralty" means the Commissioners for the time being for executing the office of Lord High Admiral of the United Kingdom.

SERVICES TO BE PERFORMED.

Company to convey mails on Mail Routes.

2. (1). Subject to the provisions of this Agreement the Company shall during the continuance of this Agreement at their own costs and charges in all respects convey by means of mail-ships all mails which the

Postmaster General or any of his officers or agents shall from time to time and at any time or times require to be conveyed—

(*a*) between Brindisi and Bombay and

(*b*) between Brindisi and Shanghai and

(*c*) between Brindisi and Adelaide and

(*d*) between all other ports from which the mail-ships shall start or at which they shall call or arrive under the provisions of this Agreement or for the purposes of the Company.

(2) All such mails shall be conveyed at the respective intervals of time and on the three several routes specified in the First Schedule hereto (which routes are hereinafter referred to as "Mail Routes").

(3) For the purpose of this Clause of this Agreement the postal authorities of the several Possessions or Colonies of India Ceylon Western Australia South Australia Victoria New South Wales the Straits Settlements and Hongkong and their respective officers and agents shall unless and until the Postmaster General shall give notice to the Company to the contrary be deemed the agents of the Postmaster General.

Mode of conveyance.

3. (1) Subject to the provisions of this Agreement one of the mail-ships shall at such intervals as are specified in the First Schedule hereto in the case of each Mail Route put to sea from the port or place of departure on each of the said Routes at such day and hour as the Postmaster General shall from time to time appoint or soon after such day and hour as the mails are embarked on board such mail-ship and the mails conveyed by such mail-ship shall be delivered at the several ports or places of call and at the port or place of destination on the said Route in the order indicated in the said Route and shall be delivered at the port or place of destination on the said Route at such day and hour as the Postmaster General may from time to time appoint.

(2) The days hours and times of departure and arrival in this Clause referred to may be appointed by the Postmaster General either by a time-table or time-tables to be from time to time approved by him or in such other manner as he shall think fit.

4. (1) Subject to the provisions of this Agreement each of the mail-ships employed on Mail Route No. 3 shall on every outward voyage start from a port in the United Kingdom and after the due delivery at Adelaide of the mails intended to be delivered at that port continue her voyage to Melbourne and thence to Sydney and (subject as aforesaid) each of such mail-ships shall on every homeward voyage commence her voyage at Sydney (calling at Melbourne on the route to Adelaide) and after the due delivery of mails at Brindisi (either by the same mail-ship or by some other mail-ship to which such mails shall have been transferred) continue her voyage to a port in the United Kingdom whether any mails may or may not be required to be conveyed in any such mail-ship from or to the United Kingdom or to or from Melbourne or Sydney on any such voyage.

Mail-ships on Mail Route No. 3 to ply between the United Kingdom and Brindisi and between Adelaide Melbourne and Sydney.

(2) The times at which the mail-ships shall start from or arrive at the port of departure or arrival in the United Kingdom Melbourne and Sydney and the rate of speed of the mail-ships between the United Kingdom and Brindisi and between Adelaide Melbourne and Sydney shall be fixed by the Company at their discretion but not so as to affect the period of transit between Brindisi and Adelaide hereinafter referred to.

5. (1) Subject to the provisions of this Agreement all mails to be conveyed under the provisions of this Agreement upon Mail Route No. 1 shall be conveyed in either direction between Brindisi and Bombay within a period of 270 hours (hereinafter referred to as the "period of transit").

Period of transit on Mail Route No. 1.

(2) The mail-ships shall stop on both the outward and homeward voyages at Aden for 3 hours and no less.

(3) During the prevalence of the south-west monsoon the period of transit from Bombay to Brindisi shall be extended by 36 hours.

6. (1) Subject to the provisions of this Agreement all mails to be conveyed under this agreement on Mail Route No. 2 shall be conveyed—

Period of transit on Mail Route No. 2.

From Brindisi to Shanghai within a period of 678 hours and from Shanghai to Brindisi within a period of 694 hours (each of which periods is hereinafter referred to as the "period of transit").

(2) The mail-ships shall stop at each of the following ports for the following periods respectively on both the outward and homeward voyages (that is to say) —

At Aden 3 hours.

At Colombo 24 hours.

At Penang 6 hours.

At Singapore 24 hours.

At Hong Kong 24 hours.

(3) During the prevalence of the north-east monsoon the period of transit from Brindisi to Shanghai shall be extended by 48 hours and during the prevalence of the south-west monsoon the period of transit from Shanghai to Brindisi shall be extended by 36 hours.

Period of transit on Mail Route No. 3.

7. (1) Subject to the provisions of this Agreement all mails to be conveyed under this Agreement on Mail Route No. 3 shall be conveyed from Brindisi to Adelaide within a period of 638 hours and from Adelaide to Brindisi within a period of 650 hours (each of which periods is hereinafter referred to as the "period of transit").

(2) The mail-ships shall stop on both the outward and homeward voyages at Aden for 3 hours and no less and at Fremantle for 6 hours and no less and at Colombo for such period as may be necessary for the purpose of delivering receiving transferring transhipping or exchanging mails and in no case for less than the period (not exceeding 24 hours) appointed by the Postmaster General in that behalf.

(3) During the prevalence of the south-west monsoon the period of transit from Adelaide to Brindisi shall be extended by 36 hours.

Calculation of periods of transit.

8. (1) Each period of transit shall be deemed to commence so soon after the time appointed by the Postmaster General for the departure of the mail-ship from the port or place of departure or after the completion of the embarkation of the mails intended to be thereby conveyed (whichever shall last happen) as having regard to practical considerations the anchor of such mail-ship can be weighed or the

mail-ship can be loosed from her moorings and each such period of transit shall be deemed to have been completed when the mail-ship has arrived and been anchored or moored in some position at the port or place of destination from which the mails can be conveniently disembarked.

(2) In any case in which any outward or homeward voyage may be performed by more than one mail-ship the period of transit shall be reckoned from the commencement of the voyage of the mail-ship by which the first part of the conveyance shall be performed to the completion of the voyage of the mail-ship by which the last part of the conveyance shall be performed.

(3) Each period of transit shall include the time allowed for all stoppages of the mail-ships at intermediate ports including the stoppages hereinfore prescribed.

(4) As regards Mail Route No. 1 in determining the commencement of the period of transit the arrival of the last of the small steamships hereinafter mentioned with the mails on board alongside the mail-ship shall be substituted for the completion of the embarkation of the mails and in determining the completion of the period of transit the arrival of the first of such small steamships alongside for the purpose of receiving the mails shall be substituted for the arrival and anchorage or mooring of the mail-ship.

(5) The times of commencement and completion of each period of transit shall be ascertained and recorded and all calculation in connection therewith shall be made by officers of the Postmaster General in pursuance of arrangements to be from time to time made by him for the purpose and the decision of the Postmaster General as to all questions relating to periods of transit shall be final and conclusive.

Power to delay departure of mail-ships.

9. Should it be deemed by the Postmaster General his officers or agents requisite for the public service that any mail-ship should at any time or times delay her departure from any port from which the mails are to be conveyed under this Agreement beyond the time appointed or fixed for her departure therefrom the Postmaster General or any of his officers or agents shall have power to order such delay (not

however exceeding 24 hours) by letter addressed to the master of any such mail-ship or any person acting as such and such letter shall be deemed a sufficient authority for such detention and in any such case such addition shall be made to the period of transit during which such detention shall take place as the Company may prove to be equal to the delay caused by such detention.

Power to Company to convey mails in the same mail-ship or in branch mail-ships. Time-tables on the mail routes to correspond.

10. (1) The Company shall be at liberty to convey on any Mail Route all or any of the mails hereby agreed to be conveyed in one and the same mail-ship or by branch mail-ships over any part of the Mail Routes on any outward or homeward voyage and the time-table on the Mail Routes shall be so arranged that the services shall be in correspondence both on the outward and homeward voyages.

(2) Notwithstanding anything in the last preceding sub-clause the mails shall be conveyed on Mail Route No. 2 by one and the same ship in both directions between Colombo and Hong Kong and such ship shall call at the several ports or places between Colombo and Hong Kong mentioned in the First Schedule hereto in relation to the said Route.

(3) Provided nevertheless that the provisions hereinfore contained as to the conveyance of mails upon each of the Mail Routes and in particular as to the periods of transit shall not in any case be in anywise altered or affected by or in consequence of the exercise by or on the part of the Company of any power contained in this Clause or otherwise by the operation of this Clause.

CHARACTER OF MAIL-SHIPS AND CONDITIONS OF MAIL SERVICE.

Character of mail-ships.

11. Every mail-ship shall be a good substantial and efficient steamship of adequate power and speed and supplied with firstrate appropriate steam engines and shall be in all respects suited to the performance of the services herein agreed to be performed within the respective times herein stipluated and shall be provided and kept by the Company seaworthy and in complete repair and readiness to the satisfaction of the Postmaster General.

Equipment and manning of mail-ships.

12. Every mail-ship shall be always properly and sufficiently equipped in all respects so as to render her constantly efficient for the said services and safe for the conveyance of mails and shall be manned with a sufficient number of competent officers engineers engineers' assistants and crew and with a competent surgeon.

Inspection of mail-ships and their equipment, officers, &c.

13. Every mail-ship and the equipment officers engineers and crew thereof shall be subject at all times to the inspection of the Postmaster General or of such person or persons as he shall at any time or times authorise to make such inspection.

Power to declare mail-ship unfit.

14. (1) If the Postmaster General shall at any time consider any mail-ship unfit for service under this Agreement he may require the Company to show cause why such mail-ship should not be withdrawn from the service and unless the Company shall forthwith show cause to the contrary to the satisfaction of the Postmaster General he may declare such mail-ship to be unfit for service under this Agreement and after such declaration shall have been made the Company shall not employ such ship in the performance of this Agreement.

(2) In order to determine whether the Postmaster General shall be justified in declaring any mail-ship unfit for service or whether the Company shall be able to show cause to the contrary a special examination may be made of the hull and machinery of any such mail-ship by such person or persons as may be appointed for that purpose by the Postmaster General.

Mail and sorting rooms.

15. (1) The Company shall at their own cost and to the satisfaction of the Postmaster General provide the following accommodation for the mail service (that is to say):—

(*a*) On each of the mail-ships a separate suitably ventilated and convenient place of deposit for the mails under lock and key.

(*b*) Between Port Said and Bombay on each of the mail-ships employed on Mail Route No. 1. a room of suitable

dimensions on the upper deck with the necessary fittings for the purpose of sorting and making up the mails with such additional space as may be reasonably required for the same purpose such space to be well ventilated and lighted and exclusively reserved for the sorting and making up of the mails.

(*c*) Between Penang and Shanghai on each of the mail-ships employed on Mail Route No. 2 a room of suitable dimensions on the main or upper deck with the necessary fittings for the purpose aforesaid with such additional space in the fore part of the main deck as may be reasonably required for the same purpose such space to be well ventilated and lighted.

(2) Every such room shall be provided by the Company with all such furniture lamps fittings and other conveniences as shall be necessary or convenient for the purpose of sorting and making up the mails and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps shall be supplied by the servants and at the cost of the Company.

(3) The services of the crew of every mail-ship shall from time to time be given in the conveyance of the mails between the mail room and the sorting room or rooms.

Mail-ships to convey officers.

16. (1) Proper accommodation and mess shall be provided on board every mail-ship between Port Said and Bombay between Penang and Singapore and between Singapore and Shanghai for an officer in the service of the Post Office to take charge of the mails and also for such a number of officers in the service of the Post Office as shall be reasonably required for the purpose of sorting and making up the mails.

(2) The said officers in charge of the mails shall be victualled and otherwise treated as chief cabin passengers and the other officers in the preceding sub-clause mentioned as fore cabin passengers and all the officers in this clause mentioned shall be allowed to remain on board during the stay of the mail-ship at Aden or at any place between Port Said and Aden or between Penang and Shanghai.

17. At each port or place where the mails are to be delivered and embarked the officer having charge of mails shall whenever and as often as by him shall be deemed necessary for the public service be conveyed on shore and also from the shore to the mail-ship either with or (if such officer shall consider it necessary for the purposes of this Agreement) without the mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Company.

Mail officers to be conveyed on shore.

18.—(1) The Company shall at their own cost land deliver and embark the mails at all ports or places at which the mails are to be landed delivered and embarked and shall accordingly at their own costs provide suitable means and proper assistance for and shall be responsible for the due landing delivery and embarking of the mails.

Landing and embarkation of mails.

(2) The Company and all commanding and other officers of the mail-ships and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and embarking the mails and shall at all times protect the mails to the utmost of their power.

(3) The Company shall provide at Aden and Bombay such small steamships as may be required for landing embarking and transhipping the mails with due despatch at each of the said places and such steamships respectively shall be so constructed as to be able at all states of the tide to land and embark the mails at the said places respectively and the Company shall at all times keep such steamships in complete repair and ready for landing and embarking the mails accordingly.

19.—(1) The Master or commander of each of the mail-ships shall whenever required by the Postmaster General his officers or agents so to do without any remuneration other than the subsidy payable to the Company under this Agreement take charge of the mails conveyed or intended to be conveyed by such mail-ship and shall adopt all necessary measures and precautions for the safety of the mails to the satisfaction of the Postmaster General his officers and agents.

Masters of mail-ships to take charge of mails when required.

(2) Each of such masters or commanders shall make the usual declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General his officers or agents may require.

(3) Every such master or commander or the officer duly authorised by him having charge of mails shall himself immediately on the arrival of the mail-ship at any port or place deliver all mails for such port or place into the hands of the Postmaster of such port or place or of such other person at such port or place as the Postmaster General shall authorise to receive the same and shall in like manner receive all the return or other mails to be forwarded in due course.

Additional conveyance of mails by Company.

20.—(1) The Company shall during the continuance of this Agreement (in addition to the services herein before contracted to be performed by them and without any payment other than the subsidy hereinafter specified) convey by any steamship of the Company performing any service undertaken by the Company for their own purposes all mails which the Postmaster General or any of his officers or agents shall from time to time require to be conveyed.

(2) The mails shall be conveyed by any such steamship as in this Clause mentioned to and be delivered at any port or place to which such steamship shall sail and for which such mails are intended.

(3) Provided that (except as regards the payment for the services to be rendered by the Company under this Clause) no such steamship shall be deemed to be a mail-ship within the meaning of this Agreement and nothing contained in this Agreement shall impose on the Company with respect to the embarking delivering and conveyance of any mails which are to be conveyed by the Company under this Clause any obligations in excess of those now imposed by the law of England on the master of a vessel with respect to the embarking delivering and conveyance of letters received by him on board his vessel.

Company to undertake sanitary and quarantine arrangements.

21. The Company shall undertake and make all necessary and proper arrangements in connection with any statutory regulations of the local Government Board relative to public health or in

connection with quarantine which may be required in respect of the mail-ships or any other steamships of the Company carrying mails under this Agreement and no deduction shall be made from the subsidy payable under this Agreement nor shall the Company be otherwise liable for or by reason of any delay in the landing embarkation delivery or conveyance of any mails arising from the observance of any such regulations or the imposition of quarantine.

Explosives.

22.—(1) Nothing in this Agreement shall exempt the Company or any mail-ship or other steamship of the Company from the operation of any Act of Parliament Order in Council bye-law or other provision of the law in relation to explosives.

(2) The Company shall not convey in any mail-ship any article which in the opinion of the Postmaster General is likely to endanger the mails.

Lien.

23. The Company shall not attempt to exercise any lien upon the mails for or in respect of a general average contribution.

Company to be responsible for loss or damage of parcels or registered postal packets.

24. The Company shall be responsible for the loss or damage of any parcel or of any registered postal packet of any kind conveyed or tendered for conveyance under this Agreement (unless such loss or damage be caused or occasioned by act of God the King's enemies pirates restraints of princes rulers or people jettison barratry-fire collision or perils or accidents of the seas rivers and steam navigation provided that the expression "barratry" shall not be deemed to include any unlawful act in respect of the mails on the part of the master or officer having charge thereof) and in the event of any such loss or damage (except as aforesaid) the Company shall be liable to pay to the Postmaster General in respect of each parcel or registered postal packet so lost or damaged (subject to the proviso next hereinafter contained) such sum of money as shall be equal to the amount which may have been awarded and paid by the Postmaster General at his sole option and discretion (and though not under any legal obligation) to the sender or addressee of such parcel or registered postal packet as compensation for the loss or damage thereof. Provided that such sum shall not in any case exceed 1*l.* per parcel or 2*l.* per registered postal packet.

25. The Company shall not nor shall any master or commander of any mail-ship receive or permit to be received on board any mail-ship for conveyance thereby any letters other than those which are required or expressly permitted to be carried under this Agreement and any such letters as are not required by law to pass through the Post Office nor shall the Company or any such master or commander receive or permit to be received on board any mail-ship for conveyance thereby any mails on behalf of any colony or foreign country without the consent of the Postmaster General and the entire postage of all mails conveyed by any mail-ship under this Agreement shall in all cases (as between the Postmaster General and the Company) belong to the Postmaster General and shall be absolutely free from all claims or demands whatever of or by the Company under or by virtue of this Agreement or otherwise.

Company not to convey letters other than the mails.

MODIFICATION OF SERVICES.

26. If at any time or times the Postmaster General shall for any reason whatever desire to alter the particular days times or hours of departure from and arrival at the terminal ports of departure and destination respectively on each of the Mail Routes he shall (subject and without prejudice to the provisions of Clause 10 hereof) give to the Company three calendar months' notice in writing of such desire.

Power to Postmaster General to alter times of departure and arrival.

27.—(1) If at any time the Postmaster General shall deem it necessary or expedient in the public interest to substitute for Brindisi as the port or place for the commencement and termination of the respective outward and homeward services under this Agreement another port on the Continent of Europe or in the United Kingdom the Company shall on receiving reasonable notice from the Postmaster General to that effect convey the mails to and from such other port or place in substitution for Brindisi and this Agreement shall in respect of the services to be rendered by the Company be read and construed as if the name of such other port or place on the Continent of Europe or in the United Kingdom appeared throughout the same in lieu of the word Brindisi.

Power to Postmaster General to substitute another European port or a port in United Kingdom for Brindisi.

(2) In the event of such substitution as hereinbefore mentioned the several periods of transit shall be respectively liable to be increased or diminished to such an extent as shall be agreed upon between the Postmaster General and the Company or failing such agreement as shall be determined by arbitration and the subsidy payable hereunder shall be liable to be increased or diminished in such manner as (having regard to all the circumstances of the case and particularly to any expense or loss incurred or to any risk run by or any advantage accruing to the Company in consequence of such substitution) shall be agreed upon between the Postmaster General and the Company or failing agreement shall be determined by arbitration.

Power to Postmaster General to substitute Cape route for route *via* Suez Canal.

28.—(1) If at any time or times the Postmaster General shall deem it necessary or expedient in the public interest that all the mails to be conveyed upon all the Mail Routes shall be conveyed from the United Kingdom by way of the Cape of Good Hope or Cape Horn instead of by way of the Suez Canal the Company on receiving reasonable notice from the Postmaster General to that effect shall in lieu of the services hereinbefore contracted to be performed convey the mails by means of mail-ships by way of the Cape of Good Hope or Cape Horn from and to such port in the United Kingdom as may be agreed upon between the Postmaster General and the Company or in default of agreement be determined by arbitration to and from the terminal ports or places upon each of the outward Mail Routes serving as far as practicable the several places or ports of call on each Mail Route.

(2) In such case the mails shall be conveyed at such rates of speed and on such other conditions as may be agreed upon between the Postmaster General and the Company or in default of agreement may be determined by arbitration.

(3) All the provisions of this Agreement with reference to the services to be performed by the Company shall (so far as the same are applicable) apply to the embarking conveying landing and delivery of the mails under the provisions of this Clause.

(4) The Postmaster General shall not in respect of the substituted service in this Clause mentioned make any additional payment to the Company unless by reason of the performance of such substituted service and on no other account the Company shall sustain a

loss of general revenue or incur expenses exceeding the expenses incurred in the conveyance of the mails to and from Brindisi under the provisions of this Agreement.

(5) Should any such loss or additional expenses as last aforesaid be incurred or sustained by the Company the Postmaster General shall pay to the Company in addition to the said subsidy such sum of money as may be agreed upon between him and them or failing such agreement as shall be determined by arbitration and upon such arbitration due regard shall be had to the respective interests of the Company and the Postmaster General in the performance of the voyage or voyages of any mail-ship by which the mails shall have been conveyed under the provisions of this Clause.

Mode of exercise of powers under the last two preceding Clauses.

29. The powers conferred upon the Postmaster General by the last two preceding Clauses may be exercised in relation to a temporary or a permanent change of route or of port (as the case may be) and in the case of a temporary change may be exercised as often as the Postmaster General deems it expedient and the Postmaster General may in his notice requiring the change specify the period during which such change shall take effect or require such change to be made until further notice and at the expiration of the time limited by the Postmaster General or upon receiving reasonable notice from the Postmaster General to that effect (as the case may be) the Company shall revert to the original route or port (as the case may be.)

Power to modify services.

30. (1) If at any time or times the Postmaster General shall desire to modify (otherwise than as aforesaid) the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of the mails between any of the ports or places to or from which the mails are to be conveyed under this Agreement or to extend the conveyance of the mails to any other ports or places not specified in this Agreement or to discontinue the conveyance of such mails to or from any port or place specified in this Agreement) he shall be at liberty so to do on giving reasonable notice to the Company and from and after the expiration of any such notice the modified services thereby required to be performed shall be accordingly performed by the Company in lieu of the services hereby agreed to be performed

and in any and every such case if such notice cause an increase of the services hereby agreed to be performed the Postmaster General shall in respect of such increase pay to the Company in addition to the subsidy hereinafter specified such sum of money as may be agreed upon between the Postmaster General and the Company or failing such agreement as shall be determined by arbitration or if such notice cause a decrease of the services hereby agreed to be performed the Postmaster General shall in respect of such decrease deduct from the said subsidy such sum of money as may be agreed on as aforesaid or failing such agreement as shall be determined by arbitration.

(2) The particular days' times and hours of departure from and arrival at any ports or places or of other services (if any) which may be appointed under this Clause shall for the time being be deemed to be the days' times and hours of departure and arrival of the mail-ships and of other services under this Agreement and shall be observed and kept by the Company accordingly.

ADMIRALTY CLAUSES.

Clause in Second Schedule to bind Company.

31. During the continuance of this Agreement the several stipulations and agreements specified in the Second Schedule hereto shall be binding on the Company.

Power to Admiralty to purchase or charter the mail-ships.

32. (1) The Admiralty shall at any time during the continuance of this Agreement if they shall consider it necessary for the public interest so to do have power and be at liberty to purchase all or any of the mail-ships at a valuation or to charter the same exclusively for His Majesty's service the value or rate of hire to be mutually fixed and agreed on by them and the Company or in case of difference to be determined by arbitration.

(2) In the case of such purchase or hire the services hereby contracted to be performed shall be performed by other steamships of the Company of a similar description to the mail-ships purchased or hired if the Company can in due and proper time furnish such steamships.

(3) In the event of the Company being allowed by the Postmaster General to continue to perform only a portion of such services there shall be paid to the Company such annual sum of money as

shall be agreed upon between the Postmaster General and the Company and in case of their differing as to the amount the difference shall be determined by arbitration.

PREFERENCE.

No undue preference to foreigners.

33. The Company agree not to give any undue preference in their general carrying business to the disadvantage of British shippers.

SUBSIDY AND DEDUCTIONS.

Subsidy.

34. (1) In consideration of the covenants and agreements herein contained and on the part of the Company to be observed and performed and of the due and faithful performance by the Company of all the services under this Agreement there shall be payable to the Company during the continuance of this Agreement (out of such aids or supplies as may from time to time be appropriated by Parliament for that purpose) a yearly subsidy or sum after the rate of 305,000*l.* per annum or (in the event of any such default or failure or other event as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure or other event.

(2) If during the continuance of this Agreement the maximum weight of parcels transmissible by the Post on any of the mail routes is raised above 11 lbs. and the Postmaster General shall require the Company to convey as mails parcels severally exceeding 11 lbs. in weight such additional payment shall be made to the Company in respect of the carriage of such parcels as may be agreed between the Postmaster General and the Company or determined by arbitration.

Payments or deductions.

35. There shall be forfeited and paid by the Company to the Postmaster General the following sums in the following events (that is to say)—

(1) If the Company shall fail to commence the performance of the services hereby agreed to be performed on the 1st February 1908 or on such subsequent day as the Postmaster General may appoint the Company shall forfeit and pay the sum of 100*l.* for every complete period of 24 hours which shall elapse before the Company shall commence the performance of such services.

Provided that—

(*a*) the amount which shall become payable by the Company in respect of such default as aforesaid so far as the same shall relate to any one of the Mail Routes shall not in the aggregate exceed the sum of 20,000*l*; and

(*b*) the payment by the Company of the aforesaid amount shall not prejudice the right of the Postmaster General to insist on any payment or deduction to which he may be entitled in respect of the same default under the provisions hereinafter contained.

(2) On each occasion when the Company shall fail to provide a mail-ship in accordance with this Agreement at Brindisi, Bombay, Shanghai or Adelaide ready to put to sea at the appointed time or, if any mail-ship provided by the Company as aforesaid shall not in fact put to sea and proceed on her voyage at the appointed time the Company shall forfeit and pay—

(*a*) the sum of 500*l*.; and

(*b*) a further sum of 100*l*. for every successive complete period of 24 hours which shall elapse before such mail-ship shall actually put to sea and proceed on her voyage in pursuance of this Agreement.

(3) On each occasion when the mails shall not be conveyed in either direction between Brindisi and Bombay, Brindisi and Shanghai and Brindisi and Adelaide within the respective periods of transit hereinbefore specified the Company shall forfeit and pay the sum of 100*l*. for every complete period of 12 hours (in the case of voyages between Brindisi and Bombay and Brindisi and Shanghai) or of 24 hours (in the case of voyages between Brindisi and Adelaide) by which the said respective periods of transit hereinbefore provided shall be exceeded.

Provided that—

(*a*) no such payment as in this sub-clause mentioned shall be made if the Company shall prove to the satisfaction of the Postmaster General that such default arose wholly or in part from any cause or causes altogether beyond the control of the Company: and

(*b*) if by reason of any law or regulation against Sunday labour in any port or place from or at which a mail-ship shall start or call under this Agreement any mail-ship employed or about to be employed in any service under this Agreement shall be delayed then and in every such case no such payment as in this sub-clause mentioned shall be made in respect of any default in the conveyance of any mails under this Agreement caused by such delay.

(4) The aggregate amount of the sums payable under sub-clause (2) and under sub-clause (3) of this Clause respectively in relation to any one voyage shall in the case of payments under sub-clause (2) never exceed by more than 1,000*l.* and in the case of payments under sub-clause (3) never exceed by any amount that part of the subsidy for the current year which shall be applicable to the voyage.

(5) Each and all of the said several sums of money hereinbefore stipulated to be paid by the Company to the Postmaster General in the event of failure or default of the Company as aforesaid shall be due and payable as stipulated ascertained or liquidated damages and not by way of penalty and (except as aforesaid) from whatever cause or causes such failure or default may have arisen and although no loss shall be or may have been sustained by reason or in consequence of such failure or default and every such sum shall at the option and discretion of the Postmaster General be either deducted by him from any moneys then payable or which may thereafter become payable to the Company under this Agreement or be recovered as a debt to His Majesty with full costs of suit.

(6) The payment of or liability to pay any sum hereinbefore mentioned shall in noway prejudice the right of the Postmaster General to treat as a breach of this Agreement the failure in respect of which such sum shall become payable by the Company as aforesaid.

Deduction in case sorting accommodation and conveyance of Sorting Officers not required.

36. If and whenever the Postmaster General gives notice to the Company that he no longer requires them to provide accommodation for the sorting and making up of the mails on Mail Routes

No. 1 and No. 2 and to receive and convey Officers of the Post Office for the same purpose there shall be deducted from the said subsidy the sum of 10,000*l*.

Accounts.

37. All accounts between the Postmaster General and the Company in relation to the said subsidy and any deductions therefrom as hereinbefore provided shall be made out and settled quarterly up to and as soon as conveniently may be after the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December in each year and the amount or balance (if any) which shall be due to the Company on each such quarterly account shall be paid by the Postmaster General at the General Post Office, London, out of such aids or supplies as aforesaid upon the settlement of each such account and for the purposes of such account the said subsidy shall be deemed to accrue from day to day subject to the liability of the same to the several deductions aforesaid.

TERM OF AGREEMENT AND INCIDENTAL PROVISIONS.

Commencement and duration of Agreement.

38. This Agreement shall come into operation on the 1st day of February 1908 and shall continue into force until the 31st day of January 1915 inclusive and shall then determine if notice in writing to that effect shall have been given twenty-four calendar months previously to the said last-mentioned date either to the Company by the Postmaster General or to the Postmaster General by the Company and if not so determined this Agreement shall continue in force after such last-mentioned date until the expiration of a notice of a like duration given by either party at any time.

Voyages commenced when Agreement determines to be completed.

39. (1) If on the determination of this Agreement any mail-ship shall or ought to have started or shall start on any voyage in conformity with this Agreement or any other steamship of the Company shall have started on a voyage with mails on board such voyage shall be continued and performed and the mails be delivered and embarked during and at the completion of the same and all the provisions of this Agreement be observed as if this Agreement had remained in force with regard to any such ship and services and with respect to such ship and services this Agreement shall be

considered as having terminated when such ship shall have reached her port or place of destination and such services shall have been performed.

(2) In respect of any such voyage as in this Clause mentioned the Company shall not be entitled to receive any payment or compensation over and above the subsidy payable under this Agreement on the day when this Agreement (otherwise than as to any such voyage) determines.

SUPPLEMENTAL PROVISIONS.

Postmaster General may delegate his powers.

40. It shall be lawful for the Postmaster General at any time and from time to time to delegate any of the powers vested in him by virtue of these presents to such person or persons as he shall think fit.

Nationality.

41. At all times during the continuance of this Contract the master and officers and at least three-fourths of the crew of every mail-ship and a majority of the Board of Directors of the Company shall be British subjects.

Company not to dispose of Agreement.

42. The Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified by an instrument in writing.

Power to Postmaster General to determine Agreement summarily on breach.

43. In case this Agreement or any part thereof is assigned underlet or otherwise disposed of and in case of any great or habitual breach on the part of the Company their officers agents or servants of this Agreement or of any covenant matter or thing herein contained it shall be lawful for the Postmaster General if he shall think fit and notwithstanding there may or may not have been any former breach of this Agreement by an instrument in writing to determine this Agreement without any previous notice to the Company and the Company shall not be entitled to any compensation in respect of any such determination and such determination shall not deprive the Postmaster General of any right or remedy to which he would otherwise be entitled by reason of such breach or any prior breach of this Agreement. Provided that in case within

seven days after service as aforesaid on the Company of a notice determining this Agreement the Company give notice in writing to the Postmaster General that they dispute the sufficiency of such breach to justify the Postmaster General in determining this Agreement such dispute shall be referred to arbitration and in such case this Agreement shall notwithstanding such notice of determination continue in force unless and until an award shall be made to the effect that such breach or breaches was or were sufficient to justify the Postmaster General in giving such notice of determination as aforesaid.

Schedules to be part of Agreement.

44. The Schedules to this Agreement shall be deemed to be part of this Agreement in all respects as if the same had been incorporated therein.

Notices.

45.—(1) Any notice or instrument to determine this Agreement if given by the Postmaster General shall be served by being left at or forwarded by post to the Company at their office or last known place of business in London and any such notice if given by the Company and any other notices given by the Company shall be served by being sent by post to the Secretary of the Post Office at the General Post Office, London.

(2) All notices requests consents requirements or directions (other than any notice or instrument to determine this Agreement) to be given or made in writing by the Postmaster General or by any of his officers or agents under this Agreement may at the option of the Postmaster General his officers or agents be either delivered or sent by post to the master of any mail-ship of the Company or to any other officer or agent of the Company in charge or management of any such mail-ship or be left for or forwarded by post to the Company at any office or place of business of the Company and any notices or directions so given left or sent by post shall be binding on the Company.

Arbitration.

46. All matters which under or in pursuance of the provisions of this Agreement are to be settled or determined by arbitration shall be referred to two arbitrators or their umpire in pursuance of the provisions of the Arbitration Act 1889 or any subsisting statutory re-enactment or modification thereof.

47. In pursuance of the provisions contained in the Statute 22 Geo. III. cap. 45 no member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom contrary to the true intent and meaning of the said Statute.

No Member of Parliament to benefit by Agreement.

48. This Agreement shall not be binding until it has been approved by a resolution of the House of Commons.

Agreement to be approved by House of Commons.

BOND.

49. And lastly for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements hereinbefore contained which on the part and behalf of the Company are or ought to be observed performed fulfilled and kept the Company do hereby bind themselves and their successors unto our Sovereign Lord the King in the sum of 60,000*l.* of lawful money of the United Kingdom to be paid to our said Lord the King His Heirs and Successors by way of stipulated or ascertained damages hereby agreed upon between the Postmaster General and the Company in case of the failure on the part of the Company in the due execution of this Agreement or any part thereof.

Bond clause.

In witness whereof the Postmaster General hath hereunto set his hand and seal and the Company have hereunto affixed their Common Seal the day and year first before mentioned.

The Schedules hereinbefore referred to.

THE FIRST SCHEDULE.

MAIL ROUTES.

ROUTE No. 1.

Once a Week.

From Brindisi to Bombay (*via* the Suez Canal) calling at Aden and from Bombay to Brindisi (*via* the Suez Canal) calling at Aden.

ROUTE No. 2.

Once in every Two Weeks.

From Brindisi to Shanghai calling at Aden Colombo Penang Singapore and Hong Kong and from Shanghai to Brindisi calling at Hong Kong Singapore Penang Colombo and Aden.

ROUTE No. 3.

Once in every Two Weeks.

From Brindisi to Adelaide calling at Aden Colombo and Fremantle and from Adelaide to Brindisi calling at Fremantle Colombo and Aden.

THE SECOND SCHEDULE.

1. The Company shall and will when and so often as they or the masters of any steamships of the Company shall be required in writing so to do by the Admiralty the Secretary of State for India or the Secretary of State for the Colonies or by any officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to from and between any of the ports or places to from and between which any of the said steamships are to proceed in the performance of this Agreement or otherwise (in addition to any officers of the Post Office employed in connection with the mails conveyed or to be conveyed under this Agreement):

Government passengers.

(*a*) Any number of naval military or civil officers in the service of His Majesty not exceeding eight in any one ship with or without their wives and children as chief cabin or first class cabin passengers (together with their servants male and female who are to have the same accommodation as that provided for the servants of passengers or of officers of the Company).

(*b*) Any number of warrant officers or non-commissioned officers Class XVI of the Army Warrant officers or colour sergeants of the Royal Marines chief petty officers of the Royal Navy or artificers in His Majesty's

Dockyards not exceeding four in any one ship with or without their wives and children as fore cabin or second-class passengers and

(c) Any number of seamen marines or soldiers not exceeding 10 in any one ship with or without their wives and children as third class passengers to be always provided with proper accommodation below deck.

Their accommodation.

2. (1) The passengers who shall be conveyed in pursuance of the last preceding Clause (who are hereinafter designated "Government passengers") with their families shall be treated in no respect whether as regards food cabin or other accommodation or aught else in a way inferior to that in which ordinary passengers of the same class are treated or to that required by the regulations of His Majesty's Transport service. The messing of the second class and the victualling of the third class naval adult passengers shall include in each day one half gill of spirits or a suitable substitute for abstainers.

(2) The several classes of passengers conveyed as aforesaid shall mess in separate places and medical attendance medicine and medical comforts mess utensils and fittings cooking utensils articles for table use and mess-places fuel lights requisite articles of bedding and all other necessaries shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

Passage money.

3. The passage money for Government passengers and their families and servants respectively shall unless otherwise agreed between the Admiralty the Secretary of State for India or the Secretary of State for the Colonies and the Company be the same as that charged by the Company for ordinary passengers of the same class and shall include all the particulars mentioned in the last preceding Clause and if and whenever any alteration of rates for ordinary passengers shall be made by the Company and Admiralty and the Secretaries of State for India and the Colonies shall be immediately apprised of such alteration.

Returns to be furnished.

4. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the Director of Transports immediately after the departure and arrival of each ship.

5. Payments for passage money for Government passengers shall be applied for by invoices according to a form to be obtained from the office of the Director of Transports and shall be made only upon such applications and upon the production of the orders for the passage together with a certificate under the hand of the Commanding Officer specifying the number of the third-class passenger (men women and children) conveyed with the ages and sexes of the latter and stating the periods during which they have been respectively regularly supplied with provisions while on board and also a certificate under the hand of each first and second class passengers of his or her having been landed at the place of destination and of his or her having been properly accommodated and messed during the voyage and specifying the dates from and to which they were so messed computed from the first to the last dinner meal.

Payments how made.

6. The Company shall convey for every Government passenger free of charge the quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the Government Resolution for the time being in force and freight shall be payable for any extra baggage of a Government passenger after the same rate as the freight payable according to the regulations of the Company for the time being for extra baggage of an ordinary passenger of the same class but the same must be paid by the passengers themselves.

Baggage.

7. The passage money for the wives families and servants of commissioned and civil officers when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves.

Wives and families.

8. In all cases where an officer in the naval, military or civil service of His Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the Company's steamships the Company shall be bound to provide when they have room in such ship a passage for such officer in preference to any non-official passenger not already booked and shall charge no higher rate for such passage than is chargeable for an ordinary passenger.

Officers in His Majesty's service to have preference to other passengers.

9. The Company shall receive on board each of the steamships of the Company and shall convey on behalf of the Admiralty—

Admiralty packages to be conveyed.

(*a*) any small packages which may be ordered for conveyance, and also

(*b*) on receiving from the British naval officer in command of any naval station two days' previous notice any naval or other stores not exceeding at any one time in any one ship 10 tons weight or 15 tons of 40 cubic feet each in measurement.

(2) The Company shall convey and deliver such small packages and stores at the lowest rates of freight charged by the Company for private goods of a similar character or description and shall give immediate notice to the Admiralty of any alteration of such rates of freight and shall in all cases be responsible for the custody and safe and speedy delivery of such packages and stores.

SIGNED, SEALED AND DELIVERED by the above-named Sydney Charles Buxton His Majesty's Postmaster General in the presence of } SYDNEY CHARLES BUXTON

Seal of His Majesty's Postmaster General.

R. D. DENMAN,
General Post Office,
Private Secretary.

THE COMMON SEAL of the Peninsular and Oriental Steam Navigation Company was hereunto affixed in the presence of }

Seal of the Peninsular and Oriental Steam Navigation Company.

THOS. SUTHERLAND,
S. S. GLADSTONE, } Directors.

W. A. JOHNSON, Secretary.

No. 833 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1913.

M. M. S. GUBBAY, ESQ., B.A., I.C.S.,
COLLECTOR OF CUSTOMS,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 3934, dated 14th July 1913, intimating that the terms on which the contract with the P. & O. S. N. Company for the Eastern Mail Service will be renewed, were shortly to come under the consideration of the Government of India, and requesting the views of this Chamber in the matter.

2. I am to state, in reply, that the subject has been very fully discussed from the various points of view, and as a result of these deliberations I am to submit for consideration the following recommendations :—

(*a*) A bi-weekly service to and from Bombay, *i.e.*, two mails a week each way.

(*b*) Tenders should be invited for each service separately and for the two together.

(*c*) A more convenient port in Italy for the arrival and departure of mails would be an advantage inasmuch as passengers and mails could be carried throughout in the one steamer ; and the saving effected by doing away with the Ferry Service from Brindisi to Port Said would assist in developing a bi-weekly service.

(*d*) If the cost of an increased speed does not prejudice a bi-weekly service, which is considered very important, the Mails, leaving London the same time as at present, should reach Bombay on Thursday morning and the second service on Monday morning. Failing this the arrivals should be Friday and Tuesday mornings. To the north of England it would be an advantage, however,

if letters could be posted up to Friday evening to leave London on Saturday morning or say twelve hours later than at present, but this it is understood under present conditions would cause difficulties at the Post Office in London, owing to the arrival of the Indian Mail on Friday afternoon or evening (this pressure however would be less with a bi-weekly service).

(*e*) If a bi-weekly service cannot be established, the present Mail service should be accelerated by 24 hours.

(*f*) The days of departure from Bombay should be Wednesday and Saturday.

(*g*) There can be no question that for India, as a whole, Bombay is the most convenient and suitable port for the arrival and departure of the European Mails.

(*h*) A direct Mail to Karachi would not benefit Bombay nor a large part of India.

(*i*) Two direct Mails a week each way to Bombay are urgently needed and are strongly recommended because—

(1) Postal matter to and from this country has very largely increased, as is indicated in the following figures:—

Letters from India.

1901	3,636,000
1911-12	12,305,000

Newspapers from India.

1901	1,221,000
1911-12	2,343,000

Parcels from India.

1901	69,000
1911-12	127,000

Letters from the United Kingdom.

1901	4,270,000
1911-12	14,447,000

Newspapers from the United Kingdom.

1901	7,770,000
1911-12	13,336,000

Parcels from the United Kingdom.

1901	118,000
1911-12	332,000

(2) There has been an enormous increase in the volume of trade of the Country, since the "once a week" service was arranged in 1868; the figures are as follows:—

1868	100 crores
1912-13	435 „

(3) Other Countries have several Mails a week with Great Britain—Canada 3 or 4, Australia, New Zealand, Ceylon and the Straits Settlements have 9 or 10 opportunities of posting every month.

(4) Cargo steamers have greatly increased their speed and trade is hampered by the frequently late arrival of shipping documents.

(5) Banking facilities from a trade point of view need expediting.

3. A service of two Mails a week each way would permit of replies being sent to letters much earlier than at present and as regards the transmission of shipping and financial documents, bills of exchange and so forth the rapidly increasing trade of the country needs in the opinion of my Committee additional Mail facilities so that important documents of this character may not have to wait several days for a Mail as is the case at the present time.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

APPENDIX K-2.

MAXIMUM WEIGHT OF SAMPLE PACKETS.

No. 3167-3172-12.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.
(POST OFFICE.)

SIMLA, the 2nd April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to address you on the subject of the maximum weight permissible in the case of sample packets sent by the inland post.

2. It has been represented to the Government of India that the present limit of 80 tolas which was fixed in 1899 gives rise to some inconvenience. Adequate samples of various articles of merchandise cannot be sent by the inland post on account of the present limit of weight. It is to be noted, in this connection, that merchants in the United Kingdom have an advantage over Indian merchants on account of the higher limit of 5 lbs. allowed in the case of sample packets sent from England. It has accordingly been suggested that the maximum limit for Indian inland sample packets should be fixed at 200 tolas.

I am to point out on the other hand that the limit prescribed by the rules of the Postal Union is 380 grammes or 30 tolas, and that in the case of the inland post of the majority of European countries the limit varies from 30 to 43 tolas. Moreover the Indian inland rate for unregistered parcels exceeding 80 tolas is only slightly higher than it would be for packets if the existing scale were extended to 200 tolas. The actual inconvenience arising from the present limit of 80 tolas for samples does not therefore appear to be great.

3. Before coming to a decision on the question whether the existing limit should be extended as desired the Government of India would be glad to be informed whether in the opinion of your Chamber this limit for sample packets sent by the inland post is so low as to cause inconvenience or unfairness to trade in this country.

I am to request that the reply to this reference may be submitted in the usual way through the Government of Bombay.—I have, etc.,

S. H. SLATER,
Under-Secretary to the Government of India.

No. 399 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 15th May 1913.

The UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I am desired to acknowledge receipt of your letter No. 3167-3172-12, dated 23rd ultimo, regarding the maximum weight permissible in the case of sample packets sent by the Inland Post.

2. In accordance with the request contained in the 3rd paragraph thereof, I am to state that my Committee are of opinion the general public will derive no real benefit if the maximum weight is increased from 80 to 200 tolas unless the rates are also revised. The present rates for sample packets and for unregistered parcels (up to 400 tolas) are apparently identical, 10 tolas in each case for ½ anna excepting of course that the minimum charge for the former is ½ anna while the latter stands at two annas.

3. My Committee have considered the case put forward by the Indian Merchants' Chamber and Bureau in this connection, and would point out that in the particular instance referred to, the sample books could have been redirected to another town in India and despatched by unregistered parcel post at the same rate as would have to be paid, under present conditions, for sample packets.

4. In the absence therefore of any strong reasons for the proposed change, my Committee are of opinion that an increase in the maximum weight permissible for sample packets cannot be justified.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

R. E. GREGOR-PEARSE,
Secretary.

No. 400 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 15th May 1913

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to send you herewith for transmission to Simla my Committee's reply to a letter received from the Government of India in connection with a proposal that has been put forward to increase the maximum weight permissible in the case of sample packets sent by the Inland Post.

A spare copy of the letter is attached hereto for your information.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 4244-4254-12.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.
(POST OFFICE.)

SIMLA, the 29th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 3167-3178-12, dated the 23rd April 1913, I am directed to furnish, for the information of

your Chamber the following statistics of the weight of sample packets received from the United Kingdom by 3 Mails :—

Weight.				*Number.*
Not exceeding 1 lb.				2,228
Exceeding 1 lb. but not exceeding 2 lbs.				845
Do.	2 lbs.	do.	3 lbs.	564
Do.	3 „	do.	4 „	629
Do.	4 „	do.	5 „	854

I have, etc.,

S. H. SLATER,
Under-Secretary to the Government of India.

APPENDIX L.

COMMITTEE ON LIFE-SAVING APPLIANCES.

SECRETARIAT,
BOMBAY, 19th November 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—As you are doubtless aware, the Government of India have appointed a Committee as constituted in the margin to enquire into the sufficiency of the existing rules in respect of the provision of life-saving appliances in vessels plying to from or within British Indian waters, I have the honour to request the favour of the assistance of your Chamber in making this enquiry.

1 C. G. Todhunter, Esq., I. C. S., President.
2. The Hon'ble Sir Fazulbhoy Currimbhoy Ebrahim, Kt.,
3. Mr. W. H. Ogston.
4. Commander C. J. C. Kendall, D. S. O., R. I.M.
5. Captain P. de St. Croix.

2. The Committee have prepared a set of questions for witnesses, to each of which is attached a copy of their tour programme, I enclose twenty copies of these herewith and shall be obliged if you

will be good enough to distribute these to members likely to be interested in the subject with the request that they will enter their replies and send them to the Secretary to the Committee at the earliest point at which they can catch him.

3. On perusal of these replies the Committee propose to ask any gentlemen whom they wish to hear further in the matter to meet them and give oral evidence in the course of their halt at Bombay from the 23rd to the 29th January 1914 at a time and place which they will arrange in direct communication with the gentlemen concerned. If any of the members of the Chamber would like to have an informal conference on the whole subject, the Committee would be glad to arrange it.

4. I also enclose for the use of any members who may desire to refer to the same one copy of the Board of Trade rules issued as a result of the enquiries instituted after the "Titanic" disaster and shall be obliged if you will kindly arrange to make it available to members who have no copies of their own.—I have, etc.,

C. G. TODHUNTER,
President.

LIFE-SAVING APPLIANCES COMMITTEE.
QUESTIONS FOR WITNESSES.

Witnesses are requested to confine their replies to each batch of questions to the page on which they are printed, to which separate blank pages may be added if necessary and to despatch their replies direct to the Secretary of the Committee as soon as possible. A copy of the Committee's tour programme is attached.

(1) Do the existing rules relating to provision of life-saving appliances sufficiently cover all classes of vessels trading to, from and within British Indian waters? If not, what other classes of vessels would you include and under what law would you place them?

(2) The rules framed under the Native Passengers Ships Act and Emigration Act prescribe scales of boats to be carried based on registered tonnage, while the scale prescribed under the Pilgrim Ships

Act is based on gross tonnage. The scales prescribed under the new Board of Trade rules are based on number of passengers and on length of the vessel. Do you approve of a scale based on tonnage? If so, should it be gross or registered tonnage? If not, on what would you base the scale?

(3) Do you consider that a distinction should be drawn between vessels plying in Indian waters and those plying in colder latitudes on the grounds—

(*a*) that in Indian waters there is no danger of accidents due to icebergs and little of accidents due to fog;

(*b*) that in the case of a cyclone a large number of boats would increase the danger to the vessel without adding to the security of the passengers?

(4) The provisions of the law regulating the number of passengers to be carried under the different Acts are abstracted on the reverse. The Table attached compares in the case of several typical vessels the number of passengers for which they are licensed with the number that could be accommodated in the boats which they are required by law to carry at 10 cubic feet per passenger. Do you consider the provision adequate?

APPENDIX.

Under the Native Passengers Ships Act, on ships performing voyages of less than 120 hours the minimum space to be provided for passengers is, in seasons of fair weather, for a between deck passenger 12 square feet on the lower between deck, or 6 square feet on the upper between deck, with 4 square feet on the upper deck in each case and, for an upper deck passenger, 6 square feet on the upper deck. In seasons of foul weather these figures are increased in the case of sailing vessels to 15, 12, 4 and 12 square feet, respectively, and in the case of vessels wholly or partially propelled by steam to 12, 9, 4 and 9 square feet, respectively, with the further proviso that upper deck passengers are to be carried in seasons of foul weather only on vessels provided with substantial bulwarks and a sufficient overhead provision against the weather. In the case of voyages of 120 hours or more the minimum provision to be made is, on a sailing

vessel, 12 and, on a steamship, 9 square feet between decks with in each case 6 square feet on the upper deck in addition. On vessels travelling to the Red Sea or the East Coast of Africa only one between deck is allowed to be used and the minimum provision to be made between decks is 12 square feet on a sailing vessel and 9 square feet on a steamship. In steamers proceeding from Rangoon or Moulmein to the Coromandel Coast on which the upper and between decks are wholly available for the reception of passengers the between deck accommodation may be reduced to 5 square feet.

Under the Pilgrim Ships Act two between decks may be used, but there must be provided at least 16 square feet between decks and 6 square feet on the upper deck for each pilgrim carried.

Under the Emigration Act at least 12 square feet between decks and 4 square feet on the upper deck must be provided for each emigrant.

Vessel.	Gross tonnage.	Registered tonnage.	Length in feet.	Approximate No. of crew.	No. of passengers for which certified.	No. of boats required to be carried under davits.	Total cubic capacity of such boats.	No. of passengers and crew the boats can carry at 10 c. ft. per head.	Percentage col. 9 on col. 5 plus col. 6.
1	2	3	4	5	6	7	8	9	10
A.	2,607	589	157	24	862		368	37	4
B.	5.339	3,401	449	90	3,042	7	2,160	216	6·9
C.	2,184	951	276	58	1,175	5	1,227	123	9·9
D.	2,975	1,865	320	58	660	6	2,100	210	28·8
E.	3, 691	2,336	376	73	1,118	8	2,600	260	21·8
F.	2,545	1,504	300	68	737	6	2,050	205	25·5

5. Under the Native Passengers Ships Act, voyages are classed as "long" or "short," a long voyage being one lasting more than 120 hours. Do you approve of this classification for purposes of regulating the life-saving appliances to be carried? If not, would you prefer (*a*) one based on the Board of Trade rules, (*b*) one based

on the actual runs on which vessels plying to and from British Indian ports are employed, or (*c*) the following classification recommended by the Native Passengers Ships Commission, 1890 :—

(i) "Long" voyages in which the ship will ordinarily be 120 hours or more continuously out of port or in which the passengers are 240 hours or upwards on board a ship which calls at one or more ports during the voyage (a voyage to Aden to be in any case a long voyage).

(ii) "Short" voyages in which the ship will not ordinarily be 120 hours continuously out of port on a direct voyage from one port to another, and in which the passengers are for less than 240 hours on board a ship calling at one or more ports.

(iii) "Shelter port" voyages in which the ship is not to be more than 6 hours distant from a port of shelter unless she has a certificate as a Foreign Trade passenger ship, in which case the distance is extended to 8 hours.

(iv) "Excursion" voyages to be limited to the fair season and hours of daylight.

(6) Do you consider that boats should be carried sufficient to accommodate (*a*) all persons whom the vessel is licensed to carry or (*b*) all persons actually carried on a particular voyage? If neither, for what percentage of the passengers would you provide accommodation and on what would you have the percentage fixed?

(7) Do you consider that the amount of space on the upper deck required to be provided for passengers (*vide* reverse of question 4) is sufficient to allow of the rapid mustering of passengers in case of accident?

(8) The rules under the Pilgrim Ships Act require ladders 2½ feet wide for access from the between decks to the upper deck. There is no similar provision in the case of native passenger ships. Are the arrangements actually in force sufficient for rapid mustering as above?

(9) Pilgrims are allowed to keep with them only such articles as are actually necessary. Cattle are allowed to be carried on passenger

ships only so that they do not inconvenience the passengers. Are the arrangements actually in force such as to hinder the mustering of passengers in case of accident ?

(10) To what extent are passenger vessels in Indian waters fitted with apparatus for wireless telegraphy ?

(11) Is it desirable that the use of these appliances should be extended ?

(12) Is it practicable to enforce such an extension by law ?

(13) Should any reduction in the scale of boats to be carried be allowed in the case of vessels so fitted ?

(14) If so, what reduction should be made ?

(15) Are the boats at present employed of a satisfactory nature ?

(16) Is it desirable to enforce any standards of stability or otherwise ? If so, what should these be ?

(17) Which, if any, of the existing boats should be regarded as altogether useless for purposes of saving life and how should the number of persons for which the remainder may be certified be determined ?

(18) What percentage of the boat accommodation should be provided in the form of life boats ?

(19) Of what nature should these be ?

(20) To what extent are mechanically propelled life boats in use ?

(21) Do you recommend that their use should be extended ?

(22) What extent of accommodation should be provided in a boat for each Indian passenger ?

(23) To what extent may pontoon rafts be substituted for boats ?

(24) Have you any suggestions to make as to the form of pontoon rafts that should be provided ?

(25) What equipment should be provided for boats and rafts, respectively ?

(26) Where should this equipment be kept ?

(27) What provision in respect of fenders do you recommend ?

(28) What scale of crew do you recommend for boats and rafts ?

(29) Is it necessary that these should all be men trained in the handling of boats ?

(30) What proportion of the crews of all ratings as at present carried have such training ?

(31) On what deck or decks should boats be carried ?

(32) Are the davits at present in use satisfactory ?

(33) If not, what form of davit do you recommend ?

(34) Are they properly placed ?

(35) In the event of more being required, would you allow them to be placed on the quarters of the ship ?

(36) If you recommend more boats than one for each pair of davits, what arrangements do you propose for making them readily launchable ?

(37) Do you agree that it is possible in heavy weather to lower boats only on the lee side ?

(38) If so, what arrangements would you make for ensuring the rapid transfer of boats from one side of the ship to the other ?

(39) Is it necessary to prescribe boat drills ?

(40) Of what nature should these be ?

(41) How often should they be performed ?

(42) Is it desirable to insist upon one such drill before the ship leaves port ?

(43) Is it practicable to allot passengers to boats or in any way to extend the boat drill to them ?

(44) To what extent should life buoys be provided ?

(45) Where should they be placed ?

(46) How should they be secured ?

(47) What provision should be made for rendering them easily distinguishable in the water by day and by night, respectively ?

(48) Is it desirable to provide life-jackets for all on board ?

(49) Should special provision be made for children ?

(50) Where should the life-jackets be stored ?

(51) What steps should be taken to instruct passengers in their use ?

(52) Of what materials should life buoys and life-jackets be made ?

(53) Have you any recommendations to make regarding the provision of other apparatus of a buoyant nature, *e.g.*, in the shape of deck seats ?

(54) Are the crews at present carried adequate for the control of passengers in case of emergency ?

(55) Is the number of certificated officers carried sufficient ?

(56) Are there any parts of the coast at which casualties are so common that the establishment of life boat stations is desirable ?

(57) Please apply your various proposals to the typical vessels of which particulars are given on the reverse of question 4 and show how their adoption would affect

(*a*) the number of passengers carried,

(*b*) the number of boats and other appliances,

and (*c*) the number of crew.

(58) Would an enhancement by, say, 50 per cent. in the rate of passage money to the ports to which the passenger traffic is largest have serious commercial effects ?

COMMITTEE ON LIFE-SAVING APPLIANCES.

TOUR PROGRAMME.

November 10—19	...	Halt in Bombay	
20	...	Leave Bombay	... 12-30
21	...	Arrive Mormugoa	... 17-30
22	...	Leave Mormugoa	... 20-30

November	23—19	...	Arrive Mangalore	... 22-30
	24	...	Leave Mangalore	... 6-5
	24	...	Arrive Calicut	... 11-33
	24	...	Leave Calicut	... 18-30
	25	...	Arrive Ernakulam	... 8-0
	26	...	Ernakulam to Quilon	
	27	...	Leave Quilon	... 6-5
	27	...	Arrive Tuticorin	... 16-10
	27	...	Leave Tuticorin	... 17-0
	28	...	Arrive Colombo	... 7-0
	28 & 29	...	Halt in Colombo	
	29	...	Leave Colombo	... 18-0
	30	...	Arrive Tuticorin	... 7-0
	30	...	Leave Tuticorin	... 14-5
December	1	...	Arrive Negapatam	... 9-57
	1	...	Leave Negapatam	... 15-50
	2	...	Arrive Madras	... 8-0
	3 & 4	...	Halt in Madras	
	5	...	Leave Madras	
	8	...	Arrive Rangoon	
	9—16	...	Halt in Rangoon	
	17	...	Leave Rangoon	
	19	...	Arrive Akyab	
	20	...	Leave Akyab	
	21	...	Arrive Chittagong	
	22	...	Leave Chittagong	
	23	...	Arrive Calcutta	
	24—January 1	...	Holidays	
January	2—9	...	Halt in Calcutta	
	10	...	Leave Calcutta	... 20-6
	11	...	Arrive Waltair	... 15-36
	12	...	Leave Waltair	... 16-30
	13	...	Arrive Madras	... 11-0
	14—20	...	Halt in Madras	
	21	...	Leave Madras	... 20-50
	23	...	Arrive Bombay	... 6-0
	23—29	...	Halt in Bombay	
	30	...	Leave Bombay	... 5-0
	31	...	Arrive Karachi	

February	1—4	... Halt in Karachi
	5	... Leave Karachi
	7	... Arrive Bombay
	8—28	... Halt in Bombay

Letters and telegrams should be sent to the Secretary, care of the Collector of Customs at the Port concerned.

It is advisable not to address any communications intended for the Committee to Mormugoa, Mangalore, Calicut, Quilon, Colombo, Negapatam, Akyab or Waltair.

APPENDIX M.

INDIAN COASTING TRADE.

No. 53—1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 10th January 1913.

THE SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed to forward for your information the attached copies of the marginally noted letters, with reference to the competition of Japanese vessels in the Indian coasting trade.

Letter No. 11, dated 4th January 1913, from the Bengal Chamber of Commerce to the Government of India, Department of Commerce and Industry, forwarding copy of a representation from British Steamship Companies.

2. The Committee believe that you will agree with them that this subject is one of great importance to British shipping, and that it merits the serious consideration of all British Chambers of Commerce. They trust also that you will be in accord with their views regarding it, and that you will be able to support their action by a representation to the Government.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

No. 11—1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 4th January 1913.

THE SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

SIR,—The attention of the Committee was recently drawn by the Hong Kong Chamber of Commerce, to the increasing competition to which British steamships are being subjected by reason of the extending operations of subsidised lines of steamers flying foreign flags.

2. From the particulars submitted to them it was evident to the Committee that the question is one of very considerable importance to the trade and commerce of this country. They did not, however, decide to take action in regard to it until they were in possession of precise information as to the Indian aspect of it. They accordingly requested the Calcutta representatives of British steamship companies trading with the Far East to furnish them with a statement defining the position, and expressing their own views upon it. In response to this invitation they received the marginally noted communication, a copy of which they attach hereto for the information of Government.

Letter, dated 6th November 1912, from Messrs. Mackinnon, Mackenzie & Co., Messrs. Turner Morrison & Co., and Messrs. Jardine Skinner & Co. :—Managing Agents of Steamship Companies.

3. The Committee are very deeply sensible of the necessity for the extension in every direction of the trade and commerce of Calcutta, and nothing is further from their mind than any desire to hamper, or to discourage, the development of the port. But the facts disclosed in the attached letter, and in other papers that have been submitted to them, prove that British shipowners are being subjected to unequal and unfair competition. Stated in the briefest possible terms the position is, so far as regards India, that while Japanese vessels are permitted to enter freely into the Indian coasting trade, no British steamers may carry either passengers, or cargo, from one Japanese port to another. This is an altogether inequitable state of

affairs that should be remedied at the earliest possible moment. And the Committee have therefore no hesitation in strongly supporting the views expressed by the British companies.

4. The Committee wish it to be clearly understood that they do not expect the State to protect British steamship owners against fair and equal competition. But the Japanese shipping companies are subsidised by the Imperial Japanese Government; and they are further aided by the State restriction of competition in their inter-port trade. It is against the intrusion of these State-aided steamships into the Indian coasting trade that the Chamber protests. For these vessels are enabled, by means of their Government subvention, to enter into drastic competition with the British lines in the Indian trade, while they are likewise protected by their Government against retaliatory measures in their own home trade. Such competition is neither fair nor reasonable, and its existence appears to call for the prompt intervention of His Majesty's Government. The Committee trust therefore that the Governor-General in Council will again move in the matter, and will urge that such steps as may be calculated to ameliorate the position should be immediately taken.

5. It should be added that the Dutch Government have lately modified their navigation laws in regard to the coasting trade of the Dutch East Indies. According to the old laws this trade was closed to all vessels under foreign flags. But, by the amendment which has now been made, the claims to fair treatment of those nations who allow Dutch vessels to participate in their coasting trade have been recognised. This fact lends additional weight to the Chamber's contention that the Indian coasting trade should be closed to vessels flying the Japanese flag, unless the Imperial Japanese Government are prepared to open their coasting trade to the British lines.—I have, etc.,

H. M. HAYWOOD,
Secretary.

Dated Calcutta, the 6th November 1912.

From—MESSRS. MACKINNON, MACKENZIE & Co., Managing Agents, British India Steam Navigation Company, Ld.; MESSRS. TURNER

MORRISON & Co., Managing Agents, Asiatic Steam Navigation Company, Ld.; and MESSRS. JARDINE SKINNER & Co., Agents, Indo-China Steam Navigation Company, Ld.

To—The SECRETARY, Bengal Chamber of Commerce.

Japan and the Coasting Trade of India.

We take the liberty of approaching the Committee of your Chamber with reference to the competition of Japanese vessels in the Indian coasting trade, and we trust that, after consideration of the matter, your Committee will see their way clear to take some action which will cause the Government of India, and if necessary the Imperial Government, to alter the present state of affairs, and remove the disabilites under which British ships now carry on their trade in Indian waters.

For the information of your Chamber, we will give a short resume of what has up to the present transpired.

About the middle of last year the Japanese line, the Nippon Yusen Kaisha Company, opened a service between Kobe, Hong Kong, Singapore, Penang, Rangoon and Calcutta and back to Japan, and since that date, by cutting freight and passage rates to a low level, they have endeavoured to divert the whole trade from the regular British lines, into Japanese steamers.

They have moreover seriously interfered in the local coasting trade between Calcutta and Rangoon, and have also threatened to extend their services to Bombay and Karachi.

Competition is of course what may be expected in all business, and when the terms are equal, or nearly equal, to complain would be superfluous.

But it is the inequality of this Japanese competition that compelled us to approach the Government of India on the subject, and we wrote fully to the Department of Commerce and Industry in February last. Early in March, the representatives of the various British lines were afforded a personal interview with Mr. W. H. Clark, the Member for Commerce and Industry.

The whole subject was discussed at this interview, but it is unnecessary, for the present, to occupy your time with the details. Suffice it to say that Mr. Clark gave the deputation a most sympathetic hearing, but was doubtful if the present Government at home would render any assistance. Since then several communications have passed between the Government of India and the shipping companies; and the Department of Commerce and Industry in a letter, dated 15th June, wrote as follows :—

"I am to say that the Government of India have given the "question their careful consideration and have decided to "address His Majesty's Secretary of State for India in the "matter inviting his attention to the inequality which "prevails owing to the exclusion of British ships from the "coasting trade of Japan while Japanese ships are admit-"ted to the Indian coasting trade. The Government of "India propose to recommend that representations may "be made by His Majesty's Government to the Japanese "Government, on the occurrence of a favourable opportunity "for a reconsideration of their present attitude towards the "participation of British owned vessels in the Japanese "coasting trade."

On the 20th June in the House of Commons, Mr. Acland in reply to Sir J. D. Rees, said the Government were considering representations with reference to the exclusion of British ships from the Japanese coasting trade, while Japanese ships were admitted into the Indian coasting trade.

On 16th October, a question was asked in Parliament by Sir John Rees, and replied to as following :—

Question.—

"*Sir John Rees also asked what was the result of representations made to Japan with reference to the exclusion of British ships from the coasting trade, while the Japanese were admitted to the coasting trade of India.*"

Answer.—

"*Mr. Acland replied that no representations had yet been made, but the matter was being considered.*"

The result of all these representations and of the various questions asked in Parliament, is that practically nothing has been done ; and British ships are running at a considerable disadvantage against their Japanese competitors.

When interviewing Mr. Clark, and when writing to the Government of India, it was pointed out that, so far as we were aware, there was no existing treaty between India and Japan which made it binding on the former country to admit Japanese vessels to the Indian coasting trade, and this was admitted ; but it was not considered that we had made out a strong enough case for Government interference.

We, however, considered that our case was a very strong one, and we may say that our opinions are supported by practically every British shipping company engaged in trade with the East.

The position at present is that the Nippon Yusen Kaisha Company are subsidised by the Japanese Government to the extent of 90 lacs rupees (6 million Yen) annually. The figures given to us by our Agents in Japan shew that the earnings of the Japanese Company last year amounted to—

	Yen	21,355,827
Expenditure	„	23,434,126
Loss	„	2,078,299

Against this loss they place the subsidy of Yen 6,129,879 and thus the Company is enabled to pay a 10 per cent. dividend and place considerable sum to reserves. But the fact remains that without a subsidy, the Company could not continue, and it proves that they are working at cut rates in competing with British companies and endeavouring to oust the latter from trades which have been organised and built up by British capital and enterprise.

The treaty between Great Britain and Japan was intended to be one of reciprocity ; but in actual practice it is not so.

The Japanese company's steamers are allowed to take out a passenger certificate in Calcutta enabling them to carry passengers to and from Indian ports.

The British India Company applied to the Government of Japan for a similar certificate for a British India Company's steamer to enable her to carry passengers to and from Japanese ports. The British Consul wrote to the British India Company's Agents at Kobe on 2nd April as follows:—

I have received your letter of even date requesting me, under instructions from your principals, to obtain for them a certificate from the Japanese Government to permit their steamer 'Wardha,' now in port, to carry deck passengers "from and to the intercostal ports of Japan."

If I am correct in assuming that this refers to the transport of passengers between ports in Japanese territory only, and not to passengers arriving from abroad and holding through tickets, I regret that there is no possibility of obtaining such a certificate as is asked for unless the provisions of the existing Treaties between Japan and Foreign Powers be amended.

Article 21 of the Treaty of Commerce and Navigation between Great Britain and Japan of April 8, 1911, to which I beg to refer you, distinctly states that the coasting trade of the High Contracting Parties is excepted from the provisions of that Treaty and shall be regulated according to the laws of the United Kingdom and Japan respectively: whilst, under the existing laws of Japan, and in the absence of any other nation enjoying more favoured treatment, no vessel of the United Kingdom can obtain permission to take passengers on board at one port and land them at another port, both such ports being in Japanese territory.

This, as we pointed out to the Government of India, proves that there is really no reciprocity at all.

The Japanese are allowed full liberty to run Japanese vessels in the coasting trade of India, cut rates, and damage British interests; whilst British vessels are not allowed to run in the Japanese coastin trade under any circumstances whatever.

The competition of the Japanese chiefly affects shipping companies at present, but it is quite apparent that it will spread in other directions if not checked, and the effects might be serious. Therefore we think it is a question of much importance to the commercial community, and should be carefully considered by your Committee.

If the British Government are not disposed to take any further action, we are of opinion that the Government of India might be again approached on the subject. There is no agreement, so far as we are aware, between *India* and Japan with regard to navigation, and

it seems quite possible for the Indian Government to say that, on the grounds of strict reciprocity, Japanese vessels cannot carry cargo or passengers between Indian ports, unless the right to carry cargo and passengers between Japanese ports is accorded to British vessels.

No. 62 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 22nd January 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 53-1913, dated 10th instant, and its accompaniments, regarding the competition of Japanese vessels in the Indian coasting trade.

In compliance with the request contained in the last paragraph of your letter, my Committee have addressed the Government of India and I attach hereto a copy of their letter for the information of your Committee.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 61 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 21st January 1913.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Delhi.

SIR,—My Committee have recently had under consideration a copy of a letter, dated 4th January 1913, addressed to your Department by the Bengal Chamber of Commerce with reference to the competition of Japanese vessels in the Indian coasting trade.

2. The letter shows that so far as India is concerned British shipowners are being subjected to unequal and unfair competition in that whilst Japanese vessels are permitted to enter freely into the Indian coasting trade no British steamers may carry either passengers or cargo from one Japanese port to another.

3. The Committee of the Bengal Chamber of Commerce state very fairly that they do not expect the Government of India to

protect British steamship owners against fair and equal competition, but they point out that Japanese Shipping Companies are subsidised by the Imperial Government of Japan and from particulars obtained by the Bengal Chamber it appears that without the Imperial subsidy the accounts last year of the Nippon Yusen Kaisha would have shown a considerable loss. It seems evident from this that without a subsidy the Company could not continue; and it proves that they are working at cut rates in their competition with British Companies. My Committee after full consideration of the papers submitted to them agree in the protest made by the Bengal Chamber of Commerce against the intrusion of these state-aided vessels into the Indian coasting trade. Such competition, as the Bengal Chamber very correctly remark, is neither fair nor reasonable and its existence appears to call for the prompt intervention of His Majesty's Government.

4. My Committee note that a representation has already been made to the Secretary of State in this connection, but apparently without result, and can only now express a hope, as suggested by the Bengal Chamber, that the Governor General in Council will again move in the matter and will urge that such steps as may be calculated to ameliorate the position should be immediately taken.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 799-10.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(MERCHANT SHIPPING.)

SIMLA, the 31st January 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 61, dated the 21st January 1913, regarding the competition of Japanese vessels in the Indian coasting trade.

2. In reply, I am to forward, for the information of your Chamber, a copy of a letter No. 398-10, dated the 18th January 1913, which was addressed to the Bengal Chamber of Commerce in reply to their letter No. 11, dated the 4th January 1913, and to say that the Government of India are awaiting the decision of the Most Hon'ble the Secretary of State in the matter.—I have, etc.

A. C. McWATTERS,
Under Secretary to the Government of India.

LETTER No. 398—10, dated SIMLA, the 18th January 1913.

FROM—A. C. McWATTERS, ESQ., I. C. S.,
Under Secretary to the Government of India,
Department of Commerce and Industry,

To—The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

With reference to your letter No. 11, dated the 4th January 1913, regarding Japanese competition in the Indian coasting trade, I am to say that, as stated in the letter from the Shipping Companies, dated the 6th November 1912, which forms an enclosure to your letter under reply, the question has recently received the careful consideration of the Government of India in connection with a similar representation made to them by the Companies in February 1912, and that the Government of India have already addressed His Majesty's Secretary of State for India on the subject, inviting his attention to the inequality arising from the exclusion of British ships from the coasting trade of Japan while Japanese ships are admitted freely to the Indian coasting trade ; and recommending that the Japanese Government should be moved, when a favourable opportunity occurs, to reconsider their present attitude towards the participation of British ships in the coasting trade of Japan. The Government of India understand that the matter is under the consideration of His Majesty's Government, and they are accordingly forwarding the Chamber's representation to His Lordship.

2. With reference to paragraph 5 of your letter, the Government of India regret that they are unable, in a matter of this nature, to take any action involving the exclusion of Foreign shipping from the Indian coasting trade without the previous approval of the Secretary of State.

NIPPON YUSEN KAISHA,
BOMBAY, 25th March 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Having read the excerpts from the proceedings of your Committee's meetings during the month of January last, after my return from Calcutta only a few days ago, I regret I could not approach you earlier on the subject of your Chamber's representation to the Government of India, in support of the views of the Bengal Chamber of Commerce, regarding the existing competition between the British Shipping Companies and my Company in the Indian coasting trade.

It is a pity that, with all its facilities for doing so, your Committee should have implicitly accepted as correct the statements of the Bengal Chamber without having taken steps to verify them. Had your Committee done so, it would have found that the subsidy, received by my Company, is only for the maintenance of Special Lines under Mail Contract, after the manner of the P. & O. S. N. Co., and that my Company's Calcutta Line, not being among such Special Lines, receives no subsidy at all in any shape or form, and has therefore, unaided, to face the competition of the State-aided vessels of the B. I. S. N. Co., who are paid by the Government of India a lump sum under their agreement for Coasting Services.

We have tried hard to induce the British Shipping Companies, engaged in the same trade, to work hand in hand with us, but our efforts in that direction not having been reciprocated, we are doing the next best thing. We are following the rival Companies' current rates of freight, and, therefore, if there is any cutting into rates, the responsibility of it does not rest with my Company.—I am, etc.,

For the Nippon Yusen Kaisha.
T. IBUKIYAMA,
Manager.

No. 265 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 28th March 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—With reference to the correspondence that has recently taken place in connection with the competition of Japanese vessels in the Indian coasting trade, I am directed to send you herewith a copy of a letter received from the Bombay Office of the Nippon Yusen Kaisha.

My Committee will be much obliged if you will kindly favour them with your views on paragraphs 2 and 3 of the said letter.—I am, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 1059-1913.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 7th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Japanese Competition with the Indian Coasting Trade.

DEAR SIR,—I am directed to acknowledge the receipt of your letter, No. 265, dated 28th March 1913, with which you forward a copy of a letter, dated 27th March, from Mr. T. Ibukiyama, the Bombay Manager of the Nippon Yusen Kaisha, on this subject.

2. Mr. Ibukiyama makes the following assertions, namely :—

(*a*) That the subsidy received by the Nippon Yusen Kaisha from the Japanese Government is only for the maintenance of Special Lines under Mail Contracts ;

(*b*) That the Calcutta Line of the Nippon Yusen Kaisha is not among these Special Lines, and that consequently it receives no subsidy ;

(*c*) That it has therefore to face unassisted the State-aided vessels of the B. I. S. N. Co. "who are paid by the Government of India a lump sum under their agreement for coasting services"; and

(*d*) That the Nippon Yusen Kaisha have tried, but have failed, to induce the British shipping companies to work with them; that they are following these companies' current rates of freight; and that the responsibility for cutting does not therefore rest upon them.

3. In ragard to (*a*), it is noticeable that Mr. Ibukiyama does not state the amount of the subsidy which is received by his Company from the Japanese Government. But, so far as the Committee can ascertain, the amount is yen 5,087,796, or more than Rs. 76 lacs yearly. This sum represents upwards of 23 per cent. on the paid-up capital of the Nippon Yusen Kaisha. It follows therefore that, even if the steamers work at a considerable loss, the subsidy still enables the Company to pay a handsome dividend. An annual subvention on such a scale is clearly not a mail subsidy. The carriage of mails by the vessels of the Nippon Yusen Kaisha, on lines upon which first class services were formerly maintained by other Companies, is a matter of minor importance. The subsidy is for the purpose of enabling the Nippon Yusen Kaisha to compete with foreign companies, and so to extend Japanese trade.

4. Mr. Ibukiyama's next point (*b*) is that the Calcutta Line is not among the special lines to which the subvention applies, and that it does not therefore receive any State-aid. But, as the Committee have just shown, the Government subvention is so heavy as to enable the Company to run lines, such as the Calcutta Line, at a loss. It is a mere technicality to say that the subsidy does not cover the Calcutta Line.

5. In answer to the third point (*c*), I am to state that the subsidy paid by the Government of India to the British India Steam Navigation Co. is only Rs. 10½ lacs. This sum is granted specifically for the provision of regular, frequent and fast sailings on sixteen lines, the trade on which would not, it is admitted, suffice to maintain vessels equal to the postal requirements. It works out to less than 1s. per mile; and it cannot be compared with the enormous sum paid to the

Nippon Yusen Kaisha by the Japanese Government. Nor do the Committee believe that the speeds and other facilities, provided by the Nippon Yusen Kaisha are in any way comparable to the exactions imposed under the Indian postal contract. Moreover the other British companies, such as the Asiatic and the Indo-China, are not subsidised by the Government of India at all.

6. The fourth point which Mr. Ibukiyama attempts to make is that his Company have tried, but have failed, to induce the British companies to work with them; that they are following those companies' rates of freight; and that the responsibility for cutting does not therefore rest upon them. This statement does not in any way accord with the facts before the Committee. They understand, for example, that the Nippon Yusen Kaisha have quoted a rate of one anna per bag on certain produce from Calcutta to Rangoon, which is much below the British Lines' current rates. The Nippon Yusen Kaisha have also cut deck passenger rates to and from Rangoon, and are reported to have accepted as low as Rs. 2 per head, which is certainly below the current rates of the British Lines.

7. The Committee have now dealt with the various points which Mr. Ibukiyama has raised. But what seems to them to be the most remarkable feature of his letter is the omission of any reference to the fact that, by the Japanese navigation laws, British steamship companies are precluded from carrying passengers, or goods from one Japanese port to another. He assumes that the Nippon Yusen Kaisha are entitled as of right to participate in the Indian coasting trade. But he gives no explanation as to why if this is the case, the British Lines are not similarly entitled to participate in the Japanese coasting trade. The Committee would suggest that his attention should be pointedly drawn to this omission and that his views on the subject should be invited.

8. I am to attach, for information, a copy of a representation which has been recently made by the London Chamber of Commerce to the Secretary of State for Foreign Affairs on the question generally.—I am, etc.,

H. M. HAYWOOD,
Secretary.

LONDON CHAMBER OF COMMERCE,
14th April 1913.

The RT. HON. SIR EDWARD GREY, M.P.,
SECRETARY OF STATE FOR FOREIGN AFFAIRS,
Foreign Office, S. W.

SIR,—I have the honour to address you by instruction of the Far Eastern Section of this Chamber, on the subject of the unequal competition to which British Steamship Lines, operating in the Eastern waters, are subjected by foreign steamship lines, which are assisted by substantial annual subsidies from their Governments.

The matter has for some time past been engaging the serious attention of all steamship companies who are interested in the Far Eastern trade, and this Chamber has received a copy of a Memorial, dated 17th August 1912, addressed by the representatives of steamship companies at Hongkong to the Colonial Secretary there, copy of which has, we presume, been forwarded to the Home Government and with this Memorial this Section is in complete agreement.

We have also received a communication on the same question from the lines more particularly interested in the British India coasting trade, which are now suffering severely from the competition of foreign subsidised steamers and are threatened with still more extended competition in the future.

I may remind you that under the most recent agreement with Japan, British vessels are not allowed under any circumstances to participate in the Japanese coasting trade. At the same time foreign vessels are permitted to engage freely in the British India coasting trade, and no restriction whatever is placed upon open competition therein.

It is doubtless within your knowledge that Japanese steamship Lines are heavily subsidised by the Japanese Government, a circumstance which permits them to compete on advantageous terms with British Lines. For example, one of the leading Japanese Lines some time ago opened up a service with Hongkong, Singapore, Penang, Rangoon and Calcutta. Its operations are carried on at a loss, but the Government subsidy provides the necessary funds to cover this loss and allows a margin for a dividend. It is obvious that under such circumstances non-subsidised British lines are working at a

considerable disadvantage, and the Far Eastern Section are strongly of opinion that a sustained attempt should be made to protect British Companies against conditions, the effects of which are rapidly becoming most serious. It is almost certain that the Japanese lines will encroach more and more under similar conditions, unless some check is placed upon competition of this nature.

I may say that the opening up of the Japanese coasting trade would not equalise matters in that the advantages of the Japanese Government subsidies would be as effective there as they are to-day in India and it is suggested that the most effectual way of removing the present disabilities of British steamship companies would be to impose charges upon foreign subsidised steamers trading to British ports in India and the Far East—charges of such a nature as to counterbalance the unfair advantage which certain foreign lines enjoy by reason of these subsidies.

In these circumstances therefore, I am to express the hope that the question will be taken up energetically by His Majesty's Government before substantial harm shall have been done to numerous British Companies by reason of the existing artificial conditions.

I may add that I am forwarding a copy of this letter to the Secretary of State for India, the Colonial Secretary, and the Crown Agents for the Colonies, who are directly interested in the question.—I have, etc.,

CHARLES E. MUSGRAVE,
Secretary.

No. 520 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th June 1913.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge with thanks the receipt of your letter No. 1059—1913, dated 7th instant, regarding Japanese competition in the Indian coasting trade, and to state that a reply has now been sent from this Chamber to the Manager of the Nippon Yusen Kaisha, Bombay.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 524 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 23rd June 1913.

The MANAGER, NIPPON YUSEN KAISHA,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 25th March last, regarding the competition of Japanese vessels in the Indian coasting trade, and to state, in reply thereto, that my Committee have made further enquiries in the matter which only confirm the opinion expressed in this Chamber's letter to the Government of India, dated 31st January 1913. This was, in effect that the Nippon Yusen Kaisha is a State-aided line and that the sum received by that Company is far in excess of a fair payment for work done under mail contracts; this being evident from a comparison of the amounts received by other large Mail Steamship companies against the mileage run.

2. To confirm the investigations that have been made my Committee will be much obliged if you will kindly furnish them with your figures showing the amount of your Company's subsidy, the actual mileage covered by the steamers carrying the mails and the speed which must be maintained under the mail contract with the Japanese Government.

3. In the second paragraph of your letter under reply you state that the subsidy received by your Company is only for the maintenance of Special Lines under mail contract and that your Calcutta line, not being among such special lines, receives no subsidy in any shape or form. In view of the fact that the annual accounts of your Company deal with the fleet as a whole, it is not understood why you seek to isolate the Calcutta line of steamers and my Committee will be glad to know in what way this particular line can be regarded as a distinct concern.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. S. O. 286,

NIPPON YUSEN KAISHA,

BOMBAY, 4th October 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter, dated the 23rd June, and beg to answer your queries in detail as follows:—

(*1*) The subsidies, the N. Y. K. is receiving from the Japanese Government, are granted to the Company as compensation for discharging prescribed liabilities in maintaining specified service to and between particular ports in the same sense as subsidies are granted to most foreign Companies by their respective governments; a fact which will be apparent from the particulars of such subsidies dealt with in detail in the following paragraph.

(*2*) The N. Y. K. maintains at present the following services under mail contract with the Imperial Government of Japan:—

1. European service.
2. North-American service.
3. Australian service.
4. Yokohama-Shanghai service.
5. Kobe-Newchwang-Tientsin service.
6. Kobe-Vladivostock service.
7. Aomori-Muroran service.

The last four services being insignificant as compared with the first three, only the principal services will be dealt with hereinunder.

Particulars of subsidies, Nippon Yusen Kaisha is receiving from Japanese Government under contract for the following principal mail services:—

1. European service.
2. North-American service.
3. Australian service.

1. Services.

1. European service [five years (1910—1914) Contract].
   Outward—Between Moji & London, not exceeding 53 days
   Homeward—Between London & Kobe, not exceeding 47 days.

2. North-American service [five years (1910-1914) Contract.]

Westward—
- Outward—Between Yokohama and Hongkong ; not exceeding 15 days.
- Homeward—Between Hongkong and Yokohama, not exceeding 16 days.

Eastward—
- Outward—Between Yokohama and Seattle not exceeding 18 days.
- Homeward—Between Seattle and Yokohama not exceeding 18 days.

3. The Australian service [two years (1913-14) Contract].
   Outward—Between Yokohama and Melbourne, not exceeding 38 days.

   Homeward—Between Melbourne and Yokohama, not exceeding 38 days.

Limit of days includes stoppage in intermediate ports.

2. Scale of Subsidies.

European service and North-American service at Yen 0·50, Australian service at Yen 0·40 per ton of regular gross tonnage for every 1,000 miles run for steamers having speed of 12 miles per hour ; 10 per cent. extra for ton of registered gross tonnage for every 1,000 miles run for steamers having speed of over 12 miles per hour, per every one mile.

MAXIMUM AMOUNT OF SUBSIDIES.

1. *European Service*—

1910...	Yen	3,183,647
1911...	„	3,155,138
1912...	„	3,163,400
1913...	„	2,933,795
1914...	„	2,796,187

2. *North-American Service.*

1910... Yen 387,718
1911... „ 387,718
1912... „ 387,718
1913... „ 387,718
1914... „ 387,718

3. *Australian Service—*

1913... Yen 313,506
1914... „ 227,099

The steamers to be employed in the abovementioned service are those approved by the Minister of State for Communication.

The Law, Regulations and Rules concerning General Provisions, Vessels employed, Navigation, Communications, Equipments and Apprentices, the Contractor's Employés, Requisition and Employment of Vessels, Supervision and Penalty, &c., &c., are prescribed in detail in—

Law concerning subsidies to Over-sea Routes Act XV, 24th March 1909.

Detailed Regulations for the Operation of the Law concerning Subsidies to Over-sea Routes.

Bureau of Communication Regulation 56, 1st December 1909.

The above quoted Law and Regulation being too voluminous to be reproduced here, my quotation is limited to the Company's liabilities and obligations specially prescribed in the above said three Mail Contracts.

EXTRACT FROM THE MAIL CONTRACT.

Art. 6. (Extract). The following documents shall be attached to the business report containing a detailed statement of the Company's business transactions:—

(1) Statistical table showing the number of ordinary mail matters and parcels apportioned to the respective places of origin and destination.

(2) Statistical table showing the number of passengers of all classes apportioned to the respective ports of embarkation and disembarkation.

(3) Statistical table showing the tonnage of cargo apportioned to the respective ports of loading and discharging.

(4) Table showing the name of important goods, and statistical table showing their tonnage, apportioned to the respective ports of loading and discharging.

(5) The number of apprentices carried on board, and the number discharged.

(6) A summarized report of the trade conducted by both Japanese and foreign liners on the various services concerned.

Art. (9). The penalties to which the Company is liable shall be provided hereunder:—

(1) Should the Company make any omission in prosecuting the voyages prescribed in the table appended to the detailed Regulation for the Operation of the Law concerning Subsidies to Over-sea Routes, a penalty of not less than 300 Yen and not more than 3,000 Yen shall be imposed for a single omission.

(2) Should the Company fail to employ the vessels prescribed in the table appended to the Detailed Regulations for the operation of the Law concerning Subsidies to Over-sea Routes, a penalty of not less than 300 Yen and not more than 3,000 Yen per day shall be imposed until the vessel referred to in the said table prosecute the voyages.

(3) Should the Company, when ordered to make repairs or supply substitute vessels in pursuance of the provisions of Art. 14 of the Detailed Regulations for the Operation of the Law concerning Subsidies to Over-sea Routes, fail to complete the repairs or to supply substitute vessels, a penalty of not less than 300 Yen and not more than 3,000 Yen shall be imposed for every day's delay.

(4) For every delay of 12 hours, or any fraction thereof, beyond the limit of time prescribed in Art. 4 for the prosecution of a voyage a penalty of not less than 300 Yen and not more than 3,000 Yen shall be imposed.

(5) Independently of the provisions of the preceding Clause should any vessel depart prior to, or later than, the time of departure fixed in the table of arrivals and departures, or should she arrive later than the time of arrival fixed in the said table, from or at the port of origin or of destination, for every 12 hours or any fraction thereof, of difference between the actual and fixed times of departure or arrival, a penalty of not less than 200 Yen and not more than 2,000 Yen shall be imposed.

(6) For every failure to call at the port of origin or of destination or at any of the ports of call prescribed in the table appended to the Detailed Regulations for the Operation of the Law concerning Subsidies to Over-sea Routes, a penalty shall be imposed of not less than 100 Yen and not more than 500 Yen.

(7) Should any of the vessels be despatched to any port other than the ports of origin, destination or call prescribed in the table appended to the Detailed Regulations for the Operation of the Law concerning Subsidies to Over-sea Routes, or be navigated in deviation from the subsidized line, a penalty shall be imposed of not less than 200 Yen and not more than 1,000 Yen for every such act.

(8) For every act of non-compliance with instructions for loading and discharging mail matters or their accessories, or with orders issued in connection with wireless electric telegraphical equipments, a penalty shall be imposed of not less than 100 Yen and not more than 500 Yen.

(9) Should the Company commit a breach of any of the provisions of Clause 1, Art. 5 of the Law concerning subsidies to Over-sea Routes, or contravene the instructions prescribed in Clause 2 of the said Art., a penalty shall be imposed of not less than 300 Yen and not more than 3,000 Yen for every such act.

(10) For every act of non-compliance of duties prescribed in and imposed by, the Law concerning subsidies to Over-sea Routes, the Detailed Regulations for the Operation of the said Law, or the present Mail Contract, a penalty shall be imposed not exceeding 2,000 Yen.

Even in the circumstances enumerated in Clauses 1 to 7 of the preceding Article, the Company shall be exonerated from the penalties should it be instructed by the Minister of State for Communica-

tions, or should the sanction or subsequent approval of the said Minister be obtained.

Art. 10. Should the Company have charged rates of tariff in excess of those indicated in the Tariff Table to which the sanction of the Minister of State for Communications has been obtained in pursuance of Clause 1, Art. V of the Law concerning Subsidies to Over-sea Routes, or in excess of tariff rates fixed under instructions of the said Minister in pursuance of Clause 2 of the same Art., the Company shall refund the amount charged in excess.

It is the general practice among the shipping companies to deal with the fleet as a whole in the annual accounts, but whenever a particular service is under discussion, it is not to be wondered at if it should be regarded as distinct and isolated from the rest of the services.—Yours faithfully,

For the Nippon Yusen Kaisha,
T. IBUKIYAMA,
Manager.

No. 897 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 16th October 1913.

THE MANAGER, NIPPON YUSEN KAISHA,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. S.O. 286, dated 4th instant, and its enclosures, and to convey to you the best thanks of my Committee for the very full information you so kindly furnished in connection with the subsidies your Company receives from the Japanese Government.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 898 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 16th October 1913.

THE SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—Adverting to previous correspondence in connection with the competition of Japanese Steamers in the Indian Coasting

Trade, I am directed to send you herewith for information a copy of a letter which has been received from the Bombay Manager of the Nippon Yusen Kaisha.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 2275-1913.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 20th December 1913.

The SECRETARY, CHAMBER OF COMMERCE,
BOMBAY.

DEAR SIR,—Adverting to your letter, dated 16th October, on this subject, I am directed to quote, for your information, the following memorandum, which has been received from Messrs. Mackinnon, Mackenzie & Co.:—

"The information given by Mr. Ibukiyama in his letter to the Bombay Chamber regarding the maximum amounts of the subsidies received for the European, North American and Australian services does not agree with information on the same subject published in the *Japan Financial and Economic Monthly* for September 1913, copy herewith.

"Taking the figures as given in the latter for comparative purposes, the subsidies paid to the Nippon Yusen Kaisha for the three services mentioned, work out as follows:—

Distance in miles.	No. of voyages.	Total No. of miles.	Total subsidy yen.	Subsidy per mile yen.	
		European service.			
24,068	26	625,768	3,200,000	5·11	= 7s. 8d.
		North American service.			
13,900	13	180,700	650,000	3·59	= 5s. 4d.
		Australian service.			
14,148	13	183,924	420,000	2·28	= 3s. 5d.

"The subsidy received by the British India S. N. Co. for the Mail services performed under contract with the Government of India is less than 1 sh. per mile.

"Nothing further seems to be required to emphasise our contention that the subsidy granted to the N. Y. K. is not in reality a mail subsidy but simply an allowance granted by the Japanese Government for the express purpose of enabling the above Company to compete with foreign companies which do not trade under the same favourable conditions.

"Further the subsidy paid for the European service, it is idle to call 'Mail' service, for it takes six weeks on passage whereas the Mail *via* Siberia takes thirteen days from Tokio."

2. It appears to the Committee of the Chamber to be an indisputable fact that the subsidy by the Japanese Government is a trading, and not a mail, subsidy. The object of the Government in giving it is undoubtedly to enable the Japanese mercantile marine to wrest foreign trade out of the hands of shipping foreign to Japan. The Committee also understand that the subsidy for the Europe line of the Nippon Yusen Kaisha is soon to be materially reduced, if not altogether withdrawn. The reason for this prospective change is said to be that the subsidy has effected its purpose. It has, that is to say, enabled the Nippon Yusen Kaisha to compete successfully with rival lines. It will now be divided between other Japanese steamship companies which, working on their own resources, are unable to compete against foreign enterprise.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 43 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 12th January 1914.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—I am directed to acknowledge with many thanks the receipt of your letter No. 2275, dated 20th ultimo, together with a copy of the Japan Financial and Economic Monthly

I am to state in reply that the additional information you kindly furnished in connection with the subsidies received by the Nippon Yusen Kaisha from the Japanese Government, has been perused with much interest and that my Committee propose to address the Steamship Company again in this matter.

The Journal you sent for inspection is returned herewith as requested.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 46 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 12th January 1914.

The MANAGER, NIPPON YUSEN KAISHA,
Bombay.

DEAR SIR,—With reference to your letter, dated 4th October 1913, in which you were good enough to furnish my Committee with certain figures regarding the mail subsidies received by your Company from the Japanese Government, I am directed to inform you that the attention of my Committee has been drawn to an article on pages 11 to 15 of the Japan Financial and Economic Monthly for September 1913, which also deals with the question of the mail subsidies received by the Nippon Yusen Kaisha, but the two sets of figures do not agree.

2. It is presumed that the figures given in this Journal are culled from Official sources and my Committee will, therefore, be much obliged if you can place at their disposal such further information as will enable them to reconcile the figures supplied by you in your letter above referred to, with those published in the Japan Economic Monthly.

3. I am to add that if the statements contained in the above mentioned article are correct, it would appear to my Committee that the grant to your Company takes the form of a trading rather than a mail subsidy.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 6276

NIPPON YUSEN KAISHA,
BOMBAY, 26th January 1914.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 12th instant, and note the contents with thanks.

I shall be pleased to furnish you with the required information if you will kindly forward me the copy of the Financial and Economic Monthly Report referred to for my perusal.

I will return the copy as soon as I have done with it.—I am, etc.,

For the Nippon Yusen Kaisha,
T. IBUKIYAMA,
Manager.

No. 77 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 17th January 1914.

The MANAGER, NIPPON YUSEN KAISHA,
Bombay.

DEAR SIR,—In reply to your letter No. 6276, dated the 16th instant, I beg to inform you that the periodical referred to was only forwarded to this Chamber for perusal by the Bengal Chamber of Commerce and has since been returned to that Chamber. I regret, therefore, I am unable to let you have a copy as requested.

If you wish, however, I shall be pleased to request the Bengal Chamber to re-forward the book for your information.—Yours faithfully,

NOËL WILKINSON,
Asst. Secretary.

No. 6357.

NIPPON YUSEN KAISHA,

BOMBAY, 30th January 1914.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—With reference to your letter No. 77, dated the 17th instant, I shall feel obliged if you will kindly asked the Bengal Chamber of Commerce to re-forward the periodical referred to for my perusal, as it is not obtainable here.

Thanking you in anticipation.—Yours faithfully,

For the Nippon Yusen Kaisha,

T. IBUKIYAMA,

Manager.

No. 176 of 1914.

CHAMBER OF COMMERCE,

BOMBAY, 5th February 1914.

The MANAGER, NIPPON YUSEN KAISHA,

Bombay.

DEAR SIR,—With reference to your letter of the 30th ultimo, I beg to inform you that the copy of the Japanese Financial and Economic Monthly in question has been returned by the Bengal Chamber of Commerce, and is now forwarded herewith for your perusal.

Kindly return the volume when done with.—Yours faithfully,

R. E. GREGOR-PEARSE,

Secretary.

No. 6409.

NIPPON YUSEN KAISHA,

BOMBAY, 9th February 1914.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—While returning herewith the copy of the Japan Financial and Economic Monthly with thanks, I regret to say, in

reply to yours of the 5th instant, that I cannot account for the difference in the Subsidy amounts pointed out by your Committee. I may add that the figures and rules quoted in my letter of the 4th October last, being an extract from the Company's *Mail contracts* with the Government are absolutely authentic, and up to date.—Yours faithfully,

For the Nippon Yusen Kaisha,
T. IBUKIYAMA,
Manager.

No. 208 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 12th February 1914.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—With reference to previous correspondence in connection with Japanese mail subsidies, I am directed to send you herewith, for information, a copy of a letter which has been received by this Chamber from the Bombay Manager of the Nippon Yusen Kaisha.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX N.

STRIKE EXPENSE CLAUSES IN BILLS OF LADING.

THE LONDON CHAMBER OF COMMERCE (Incorporated),
LONDON, 14th August 1913.

DEAR SIR,—I beg to append for your information and such action as you may think fit to take, copy of a resolution which was unanimously adopted at a special meeting of shippers, consignees, and others interested held at this Chamber to-day for the purpose of considering and advising the Chamber upon a communication from

the Institute of London Underwriters having reference to the "Strike Clauses" which it is understood will be inserted in Bills of Lading throwing upon shippers and consignees one-half of any additional expenditure incurred by reason of strikes, lockouts, trade disputes, etc.,—Yours faithfully,

CHARLES E. MUSGRAVE,
Secretary.

"That this meeting having considered a communication to the London Chamber of Commerce from the Institute of London Underwriters, dated July 22nd, 1913, and also the terms of the proposed Strike Clause for use in Bills of Lading therein referred to, is of opinion that it is unreasonable that one-half of the additional expenditure incurred by shipowners by reason of a strike should be thrown upon shippers or consignees of cargoes, and that such an innovation is inequitable in so far as it will penalise shippers and consignees in respect of contingencies which are beyond their control. Further, this meeting is of opinion that the expenditure being outside the liabilities of the usual policy of marine insurance and irrecoverable under such contracts should be met by the shipowners as being incidental to the usual business of shipowning, and, so far as shippers and consignees are concerned, have been and should continue to be covered by the freight paid.

"That a copy of this resolution be sent to the Institute of London Underwriters, the Shipping Federation, the Chamber of Shipping of the United Kingdom, and the Board of Trade."

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 18th August 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are directed to inform you that the International Shipping Federation Ltd. are seeking to include a series of new Clauses dealing with strike expenses in all Bills of Lading, the general effect of which would be to throw upon shippers or consignees of cargo one-half of the additional expenditure incurred by reason of a strike.

Were these Clauses admitted it is desired to point out:

(1) That though shippers or consignees, as the case might be, are not ordinarily parties to the dispute giving rise to a strike, and have no control over its conduct or settlement, one-half of any expenditure which the shipowner or his agents might think proper to incur would be automatically thrown upon their shoulders.

(2) That such expenditure, being quite outside the liabilities covered by a policy of marine insurance, would not be recoverable under such contracts.

The contemplated departure is one of great importance to the whole of the commercial community, and it is suggested therefore that you bring the matter before your members with a view to considering the desirability of taking combined action to prevent the imposition of this fresh charge by the refusal to accept Bills of Lading containing such or similar Clauses.

Failing combined action, the Clauses will presumably be automatically inserted in Bills of Lading with or without the knowledge and consent of individual shippers, who will thus find themselves saddled with an unknown and possibly heavy liability to which they will either have to submit or, when practicable, incur the expense of specially insuring against.

It is desired further to point out that such charges are no more than additions to the expenses hitherto considered incidental to the business of shipowning, and should, in the opinion of this Association be borne by those who are parties to and have control of the dispute between employers and men out of which they arise and by whom, if protection by insurance is desired, the expenses of such insurance should equitably be borne.

The Members of this Association, while fully sympathising with shipowners in the trouble and expense in which an extensive strike involves them, feel that they have not hit upon an equitable or proper remedy in trying to shift part of the burden on to the innocent shoulders of their clients, the shippers, whom Underwriters would be unable to relieve of this burden under their ordinary policies of marine insurance.

In conclusion, there is no doubt that the matter is urgent and is therefore commended to your prompt attention.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

Copy of Cable, dated 10th September 1913.

From—BOMBAY CHAMBER OF COMMERCE,

To—LONDON CHAMBER OF COMMERCE.

Bombay Chamber strongly protests against insertion of proposed new strike clauses in Bills of Lading and wishes to associate itself with any protest that is being made by Home Chambers.

Similar cables to Liverpool, Manchester, and Glasgow Chambers of Commerce.

THE LONDON CHAMBER OF COMMERCE, (Incorported),
LONDON, 16th September 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your cable as follows the contents of which I immediately transmitted to those principally interested here in London:—

> Bombay Chamber strongly protests against insertion of proposed new Strike Clauses in Bills of Lading and wishes to associate itself with any protest that is being made by Home Chambers.

I may say that a meeting on the subject was held at this Chamber on the 14th August, when a resolution was adopted, copy of which I enclose.

In addition, action has been taken by the Manchester, Cardiff and Liverpool Chambers of Commerce and a strong protest has been signed by the principal Trade Associations in Liverpool and Manchester but it is impossible yet to say what the result will be. I may say that the whole of the members of the bodies signing the petition are to be advised not to accept Bills of Lading which contain the Clause objected to.—Yours faithfully,

C. E. TOWN,
Secretary.

"Strike Clauses" in Bills of Lading.

Copy of a resolution unanimously adopted at a special meeting of shippers, consignees, and others interested, held at the offices of the London Chamber of Commerce on Thursday, August 14th, 1913, at 2-30 p. m., for the purpose of considering and advising the Chamber upon a communication from the Institute of London Underwriters having reference to the "Strike Clauses" which it was understood, would be inserted in Bills of Lading throwing upon shippers and consignees one-half of any additional expenditure incurred by reason of strikes, lockouts, trade disputes, etc., *viz.*:—

"That this meeting having considered a communication to the London Chamber of Commerce from the Institute of London Underwriters, dated July 22nd, 1913, and also the terms of the proposed Strike Clause for use in Bills of Lading therein referred to is of opinion that it is unreasonable that one-half of the additional expenditure incurred by shipowners by reason of a strike should be thrown upon shippers or consignees of cargoes, and that such an innovation is inequitable in so far as it will penalise shippers and consignees in respect of contingencies which are beyond their control. Further this meeting is of opinion that the expenditure being outside the liabilities of the usual policy of marine insurance and irrecoverable under such contracts should be met by the shipowners as being incidental to the usual business of shipowning, and, as far as shippers and consignees are concerned, have been and should continue to be covered by the freight paid.

"That a copy of this resolution be sent to the Institute of London Underwriters, the Shipping Federation, the Chamber of Shipping of the United Kingdom, and the Board of Trade."

No. 791 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 15th September 1913.

The SECRETARY, LONDON CHAMBER OF COMMERCE,
London.

DEAR SIR,—I am directed to acknowledge with many thanks the receipt of your letter, dated 14th ultimo, forwarding a copy of a

resolution which had been passed by your Chamber in connection with the proposed insertion of new clauses in Bills of Lading.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 792 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 15th September 1913.

The SECRETARIES, BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter, dated 18th ultimo, regarding the proposed new Strike Clauses in Bills of Lading and to convey to you the thanks of my Committee for having brought the matter to their notice.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 23rd September 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to our letter of the 18th ultimo, we are directed to enclose herewith a copy of the protest by the Merchants at Liverpool, and to say that the Committee hope to hear soon that some action has been taken by you.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

Copy of the Protest by the Merchants at Liverpool referred to in the letter, dated 23rd September 1913.

Our attention having been called to a proposal emanating from the International Shipping Federation to insert in Bills of Lading, a series of clauses providing that in the event of labour disputes

preventing the shipowner from loading, discharging, or delivering cargo, one-half of the extra expenses involved therein shall be borne by the cargo, *pro rata* to its weight or measurement, we, the undersigned, do hereby strongly protest against the insertion of such clauses, and unless the proposed clauses are withdrawn, will advise our Members to refuse to accept any Bill of Lading containing the same.

We are strengthened in our protest by the fact that it is within the power of shipowners (and has been adopted by some, if not all, of them in the past) to cover by insurance, the risk of incurring extraordinary expenditure in consequence of strikes, &c., and to charge the cost of insuring to their general expenses which are included in the factors that determine rates of freight.

August 1913.

R. A. LOVE, Vice-President,
Liverpool Corn Trade Association.

ARTHUR D. HOLLAND, President,
Liverpool Cotton Association, Ltd.

GEO. NICKSON, President,
Liverpool Provision Trade Association, Ltd.

HERBURT RIDLER, President,
Liverpool Timber Trade Association.

WM. DODD, Junr., President,
The Liverpool General Brokers' Assn., Ltd.

J. F. ROGERS, Vice-President,
The Liverpool Fruit Brokers' Assn., Ltd.

C. TOWNSHEND, Vice-President,
The Liverpool & District Fruit Buyers' Assn., Ltd.

ARTHUR E. PATTINSON, President,
The Seed Oil & Cake Trade Association.

THOMAS NICKELS, Chairman,
The Liverpool Shipping & Forwarding Agents' Assn.

EDWARD H. LANGDON, President,
Manchester Chamber of Commerce.

T. ARTHUR S. HOBSON, President,
Manchester Cotton Association Ltd.

S. W. ROYSE, Chairman,
For and on behalf of the Manchester Association of Importers and Exporters.

JOSEPH DUNN, President,
Manchester Wholesale Provision Asson. Ltd.

No. 823 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1913.

THE SECRETARIES, BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge with many thanks the receipt of your letter dated 23rd instant, forwarding for the information of my Committee a copy of the protest that has been sent in by home merchants in connection with the proposed new Strike Clause in Bills of Lading.

I am to add that my Committee cabled to the London, Manchester, Liverpool and Glasgow Chambers on the 10th instant, as follows:—

"Bombay Chamber strongly protests against insertion of proposed new Strike Clauses in Bills of Lading and wishes to associate itself with any protest that is being made by Home Chambers."—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL,
LIVERPOOL, 14th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Strike Clauses in Bills of Lading.

DEAR SIR,—I have to acknowledge receipt of your letter, dated 13th September, confirming your cable with regard to the above-named subject, and, in reply, I have pleasure in enclosing herewith

for your information, copy of protest made by the Commercial Associations of Liverpool and Manchester to the International Shipping Federation against the inclusion of the proposed new Strike Clause. After careful consideration of this protest, the Council of this Chamber, at their Monthly Meeting held on the 7th instant, passed a resolution supporting the protest, and a communication to this effect has been addressed to the International Shipping Federation.—I have, &c.,

A. H. MILNE,
Secretary.

CHAMBER OF COMMERCE AND MANUFACTURES,
GLASGOW, 22nd October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Strike Clauses in Bills of Lading.

DEAR SIR,—I am instructed to inform you that the Directors of this Chamber appointed a Special Committee to consider the proposals of the International Shipping Federation to introduce Clauses into Bills of Lading, providing that in the event of labour disputes preventing shipowners from loading, discharging or delivering cargo, one-half of the extra expense involved should be borne by the cargo *pro rata*. This Committee have carefully considered the matter and they had also before them your cablegram of 10th and letter of 13th ultimo and they resolved to recommend the Directors of the Chamber to protest against the proposals. At a Special Meeting of the Directors held on Monday last, 20th instant, they unanimously resolved as follows, *viz* :—

"While the Directors would welcome any steps to make joint action practicable between shippers, consignees and shipowners to deal with and mitigate the losses caused by strikes and lock-outs they are of opinion that clauses inserted by shipowners in Bills of Lading for the purpose of making shippers and consignees liable to bear any part of the expense incurred in this connection would be most undesirable and they accordingly endorse the protests made against their insertion."—I have, &c.,

THOS. CAMERON,
Secretary.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED,

3rd February 1914.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I beg to inform you that at a Conference of Representatives of the Produce Associations mentioned below, held on Wednesday, the 14th ultimo, it was unanimously resolved as follows :—

(1) That the clauses proposed for insertion by the International Shipping Federation are highly objectionable, and can under no circumstances be accepted.

(2) That each Association do circularize its members, urging them to protect their interests by instructing their Bankers not to accept any draft to which a Bill of Lading containing the said objectionable clauses is attached, and to notify their various correspondents abroad to the same effect.

It was also decided that each Association should notify their kindred London, Provincial and Continental Associations of the passing of these Resolutions, and that a copy of the same and the clauses objected to be sent for insertion to the press.—I have &c.,

REG. R. DIXON,

Secretary.

The	Liverpool	Corn Trade Association, Ltd.
,,	,,	Cotton Association.
,,	,,	Provision Trade Association.
,,	,,	General Brokers' Association.
,,	,,	Timber Trade Association.
,,	,,	Shipping & Forwarding Agents' Assn.
,,	,,	Fruit Brokers' Association.
,,	,,	Fruit Buyers' Association.
,,	,,	Seed, Oil & Cake Trade Association.
,,	Manchester	Assn. of Importers & Exporters.
,,	,,	Chamber of Commerce.
,,	,,	Cotton Association.

THE INTERNATIONAL SHIPPING FEDERATION, LIMITED.

EXCHANGE CHAMBERS,

24, ST. MARY AXE, LONDON, E. C.,

24th November 1913.

I. S. F. Strike Expenses Clauses.

DEAR SIR,—I am directed to forward for your information the annexed copy of the recently drafted "I. S. F. Strike Expenses Clauses," which the International Shipping Federation hope will speedily be included in all Contracts of Affreightment.

The Federation have considered the existing forms of strike clauses in Charter Parties and Bills of Lading, and are of opinion that extended powers are necessary to secure the execution of such contracts, in view of the extreme character of present-day labour movements, which frequently take the form of sympathetic strikes.

A sympathetic strike of labour connected with the loading and discharge of cargoes, cannot, as a rule, be ended by any action which either cargo-owner, or ship-owner, alone, can take. In such cases no demand is made on the individual employer for an increase in wages or an alteration in conditions of employment. The object sought is the control of trade in furtherance of Socialistic aims by the leaders of organisations rendered by law irresponsible for their actions. The means adopted by these leaders, who frequently act without any effective consultation of the men, are by strikes to involve the community in serious losses and deprivations, or to threaten it with actual starvation in furtherance of their policy. In the opinion of the Federation, a movement thus conducted demands in the first place the co-operation of the whole trading community to defeat it.

The additional powers required in Contracts of Affreightment can be obtained by adapting the established principles of General Average to the Common Perils arising from labour troubles. On these lines the Clauses have been drafted.

I am instructed to point out that the Clauses—

(1) Do not alter the destination of the cargo.

(2) Do not relieve the ship-owner of any charges he now bears.

(3) By exactly defining their risks enable merchants to protect themselves by Insurance.

(4) Provide for the fulfilment of the contract by methods which experience has proved to be effective.

While the Clauses give to the shipowner full power to act in the general interest, his action is controlled in the general interest—

(*a*) By requiring him to bear one-half of the extra expenses he incurs.

(*b*) By rendering it necessary for him to obtain for any action he takes the authority of a representative body not interested in his particular venture.

(*c*) By limiting the contribution of the merchant to a fixed percentage of the value of his goods

The apportionment of the merchant's share of the extra cost is to be made by an Average Adjuster to whom is given power to deal with expenditure incurred in the interests of special cargo.

The Federation ask for the most careful consideration of these Clauses. They have been drafted in the interests of the trading community as a whole, and with the desire to be fair to all affected The Federation therefore hope to have your assistance in creating that favourable opinion necessary to secure the general adoption of the Clauses.—I have, &c.,

MICHAEL BRETT,
Secretary.

I. S. F. Strike Expenses Clauses.

1. When the loading, transport, transhipment, unloading or delivery of any cargo is hindered or prevented by strike, lock-out, labour trouble, trade dispute, riot, civil commotion, or any like circumstance, the captain, shipowner or agent shall have the right, without being in any way bound to exercise it, and whether or not the ship's lay-days have commenced to run or are running, or have expired, to take such measures as he or they may think expedient to perform such loading, transport, transhipment, unloading or delivery by obtaining and

employing labour or mechanical means for so doing, upon any terms he or they may think fit, and/or by proceeding to another place or to another port in tow or otherwise for loading, transport or discharge, and/or by forwarding cargo by any conveyances by land or by water to or from such place or port, and *via* any route, whether in or out of the ordinary course. In so acting, the captain, shipowner or agent shall be deemed to be acting as the agents for the cargo as well as for the ship, and shall not be under any liability whatever in respect of any damage or loss which the cargo may sustain, even though such damage or loss may be the result of their negligence or of their employees.

2. The total expenses incurred by any captain, shipowner or agent pursuant to the last clause (but not including any compensation to shipowner or to any cargo-owner for or in respect of delay or prolongation of the voyage), shall be ascertained in the United Kingdom by a Member or Associate of the Average Adjusters' Association, to be appointed by the shipowner or elsewhere by an official Adjuster, or failing such person by an Adjuster to be chosen by the shipowner, captain or agent and the owner of the goods. The proportion of the said total expenses, additional to, or in excess of, what would have been the ordinary expenses, apart from the special circumstances mentioned in paragraph 1, shall be divided by the Adjuster into two equal parts. One such part (together with (*a*) one-half of the Adjuster's total charges in the matter, and (*b*) such portion of the equivalent of the ordinary expenses abovementioned as would ordinarily be paid by the shipowner) shall be borne or paid by the shipowner. The other part (together with (*a*) one-half of the adjuster's said charges, and (*b*) such portion of the equivalent of the ordinary expenses abovementioned, as would ordinarily be borne by the owners of cargo) shall be borne by such owners of cargo as may be concerned therein in accordance with the following provisions:—(1) The Adjuster shall make any apportionment necessary among the cargo-owners whom he shall find to be concerned having regard (apart from the equivalent of ordinary expenses which are to be borne, as such expenses would have been borne if incurred in the ordinary course) to the weight or measurement or bulk of the respective goods, and in disregard of values, and may upon such basis employ such common factor or factors between different descriptions of goods as shall be fair; and (2) that the cargo's share of any

expenses incurred with a view to the safety, preservation rapid forwarding of special goods, shall, as far as practicable, be charged to the owners of such goods, provided that in no case shall any individual cargo-owner be liable to pay more than 20 per cent. of the actual net value of the cargo when delivered to him or them. Any excess over this proportion to be borne by the shipowner.

3. If the result of any such apportionment shall be to throw on any cargo-owner a charge more than 20 per cent. of the annual net value of his cargo as delivered to him, the shipowner will accept from such cargo-owner a sum equal to 20 per cent. of such net value in satisfaction of his liability under Clause 2. A cargo-owner seeking to limit his liability under this Clause shall, as a condition precedent to such limitation, produce all documents and give all information in his power to the shipowner to prove the actual net value of his cargo.

4. The shipowner shall have a lien upon any goods shipped hereunder for any sums for which the goods may become liable under the above provisions, which lien shall be released upon the consignee and/or shipper (*a*) signing or providing an undertaking to pay any sum which may be found to be due thereunder; and (*b*) if required by the shipowner, paying, by way of deposit, such amount as shall be fixed by the said Adjuster.

5. The shipowner, charterer and/or consignee or shipper of cargo shall supply to the Adjuster any documents and information in their possession or power respectively which may be required of them.

6. Any apportionment of the expenses prepared by the Adjuster shall be given in the form of a statement or certificate signed by him showing the amounts due by or to the shipowner and/or any cargo-owner with particulars of the bills of lading and goods in respect of which any such liability arises.

7. These clauses shall be known by the name of the "I. S. F. Strike Expenses Clauses," and may be incorporated in any freight contract under that designation; but in no case shall the powers given by them be exercised without the authority of the International Shipping Federation or some Federation associated therewith, when the owner is a member of any such Federation, and in other cases without the authority of some recognised Shipowners' Association.

APPENDIX O.

CARBIDE OF CALCIUM.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 8th January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Importation of Calcium Carbide through Bombay Docks.

DEAR SIR,—We beg to acknowledge receipt of your letter No. 1100 under date 21st December 1912, which has received our Committee's careful consideration.

To enable our Committee to go further into the matter, we are directed to ask for information regarding the stated serious restriction to trade. Our Committee have been under the impression that the Trade has suffered no hardship in the past by the rules which govern the landing and storage of this article. They would like to know now—

(1) What is the total quantity of Calcium Carbide imported into India—

(*a*) through Bombay ;

(*b*) through Calcutta ;

(*c*) through other ports ;

(2) during what months of the year it is imported ;

(3) how the Bombay and Calcutta charges compared in your letter are made up ;

(4) what use Calcium Carbide is mostly put to on this side of India.

On receipt of information on these points, the matter will receive further consideration.—We are, etc.,

A. F. FERGUSON & CO.,
Secretaries.

No. 30 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 13th January 1913.

The SECRETARIES,
BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter of the 8th instant, and to furnish you with the following replies to the specific questions put by you :—

(1) The imports of Calcium Carbide during the years 1910-11 and 1911-12 (not including the quantities imported by Government, as these are not classified,) were as follows :—

	1910-11 Cwts.	1911-12 Cwts.
Calcutta ...	8,662	9,522
Bombay ...	1,424	1,759
Karachi ...	582	203
Madras ...	317	359
Rangoon ...	734	401
	11,719	12,244

(2) Calcium Carbide is imported into India all the year round.

(3) The Clearing charges in Bombay and Calcutta are as follows :—

BOMBAY.

Clearing charges for 40 Drums of Carbide, each 2 cwt.—

		Rs.	a.	p.
Landing charges to Messrs. W. & A. Graham's Landing Contractor at Rs. 1-4-0 per drum ...		50	0	0
To be paid to Port Trust.	Wharfage at 2 annas per drum	5	0	0
	Removing and storing at 4 annas per drum	10	0	0
	Godown rent at Rs. 0-1-6 per drum for every 2 days	3	12	0
6 carts from Sewri to godown at Rs. 1-8-0 per cart		9	0	0
Loading and Unloading at 8 annas per cart ...		3	0	0
Sundry Expenses		1	8	0
Victoria hire from Dock to Sewri and back ...		3	0	0
	Rs.	85	4	0

Clearing charges for 40 Drums Carbide, each 1 cwt.—

Landing charges to Messrs. W. & A. Graham's Landing Contractor at Rs. 1-4-0 per drum ...	50	0	0
To be paid to Port Trust. Wharfage at 1 anna per drum...	2	8	0
Removing and storing at 2 annas per drum...	5	0	0
Godown rent at Rs. 0-1-6 per drum for every 2 days	3	12	0
Cartage on 4 carts at Rs. 1-8-0 per cart from Sewri to godown	6	0	0
Loading and Unloading	3	0	0
Sundry Expenses	1	8	0
Victoria hire to Sewri and back	3	0	0
Rs.	74	12	0

CALCUTTA.

Clearing charges for 40 Drums of Carbide, each 2 cwt.—

Landing charges on 4 tons at Rs. 1-14-0 per ton ...	7	8	0
Hoisting charges, ⅓rd of landing charges	2	8	0
River dues, 4 tons at 4 annas per ton	1	0	0
6 carts from Jetty to godown at 8 annas per cart	3	0	0
Loading and Unloading at 4 annas per cart	1	8	0
Sundry expenses, stamps, etc.—say	1	0	0
Rs.	16	8	0

(4) Calcium Carbide is chiefly used on this side of India for lighting purposes.—Yours faithfully,

R. E. GREGOR-PEARSE,
Secretary.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
BOMBAY, 22nd January 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are directed to acknowledge, with thanks, receipt of your letter of 13th instant, and to state that with the information before our Committee, it seems to them that the trade is not affected to such an extent as to call for any alteration in the rules governing the landing of this class of goods.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

No. 129 of 1914.

CHAMBER OF COMMERCE,
BOMBAY, 8th February 1913.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5231, dated 14th November 1912, regarding the importation of Carbide of Calcium into Bombay, and to inform you that in accordance with the request contained in the 9th para. thereof, my Committee, after having consulted members of the Chamber interested, including Steamer Agents, and finding that opinions appeared to be universally in favour of some relaxation of landing rules, addressed the Fire Insurance Association at some length and invited an expression of their views.

2. The reply from the Association is to the effect that the trade in Carbide of Calcium is not affected to such an extent as would call for any alteration in the rules governing the landing of this class of goods. My Committee do not agree with this decision and would now recommend that the firms interested in this trade should communicate direct with the local Fire Insurance Association or the Fire Offices Committee in London, with a view to securing the facilities for landing this cargo which appear to obtain in Calcutta and other parts of the world.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX P.

SUGAR DELIVERIES AT THE DOCKS.

No. 5824.

BOMBAY PORT TRUST.

BOMBAY, 23rd December 1912.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to say that the question of sugar arrangements at the Docks is now engaging the attention of the Port Trust.

Considerable difficulty is encountered in attaining such conditions as will promote rapid clearances ; and I am to forward herewith, for your information, a copy of a report by the Docks Superintendent, No. 22749, dated 18th December 1912, detailing the difficulties encountered ; and offering suggestions to remedy matters.

I am to mention that similar difficulties are being experienced at Karachi, where the Port Trust have decided to sort only to main marks and to ask that the Chamber may be moved to co-operate, as far as lies in their power, to assist in carrying out the suggestions of the Docks Superintendent, mentioned in para. 10 of his report, sub-paras (*a*), (*b*), (*c*) and (*d*).—I have, etc.,

H. E. HART,
Secretary.

No. 22749 of 1912-13.

BOMBAY PORT TRUST,
SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 18th December 1912.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I have the honour to return herewith the papers received with your letter No. 5678 of 12th instant, and to report as follows :—

2. Formerly there were only two or three principal importers of Mauritius sugar, whereas now there are a number of them. There used to be about 10 separate marks in each vessel, to which the bags were required to be sorted, and delivery of the bags was effected by the importers themselves; but now-a-days the marks are as numerous as in the case of Java sugar, which is due to cargo being consigned to several importers, and delivery being taken by small dealers according to countermarks. The remarks, therefore, that follow apply to the importations both of Mauritius as well as Java sugar.

3. The difficulties in sorting and stacking are due to various causes, which briefly stated are as under :—

(1) A larger number of main marks than formerly and numerous and confusing countermarks.

(2) Imperfect and very bad marking of the bags.

(3) Rapid discharge of cargo.

(4) Discharge of cargo at night.

(5) Limited shed accommodation.

(6) Merchants breaking piles and scattering bags about when taking delivery.

4. Although it is laid down in the Rules for working sugar cargo that bags should be discharged mark by mark, they are discharged in slings containing as many as ten or twelve marks. This causes confusion, as they have to be removed to as many piles and although good sorters are deputed at these ships owing to the large number of gangs working, bags are sometimes put by the coolies in wrong piles after they have passed the sorters. This confusion is inevitable so long as the marks are so numerous and the ship will not land bags according to separate marks. Again the multiplicity of marks is not the only cause of mixture, the sorting is made still more difficult by marking of a confusing nature. This can best be illustrated by the following examples. The bags are marked :—

(*A*) A or 1 to Z or 50 ; A or 1 to Z or 50
Sassoon Sassoon Finlay Finlay
and so on for the various importers.

(*B*) A A to Z Z ; A A to Z Z
Sassoon Sassoon Finlay Finlay
and so on for the various importers.

(*C*)

	A		E
S R	S R	A	S R
E	E	S R	A
Sassoon	Sassoon	Sassoon	Sassoon

and so on with the transposition of a single letter only.

With such confusing marks as shown in (C) it is impossible even with the best of sorters and good coolies to prevent a mixture.

5. *Imperfect and very bad marking of the bags.*

In every ship, a very large number of bags are landed with very faint and obliterated marks. The bad marking is the cause of endless trouble in the correct sorting of the bags.

6. *Rapid discharge of cargo.*

These sugar vessels work with several gangs and discharge cargo very rapidly. The men have therefore not sufficient time to scrutinize the marks which must be deciphered at the first glance, for any delay in reading the marks must result in delay in removing the bags from the wharf and the ship would immediately complain about the detention of work. Owing to the rapid discharge, a larger number of men have to be detailed to each gang and the presence of a large number of men on the wharf and in the shed also impedes the proper work of sorting and stacking. It has been noticed that when vessels work with fewer gangs, the result is much better, more work is done, in comparison, and there is less mixture, but the agents of vessels cannot be made to understand this.

7. *Discharge of cargo at night.*

When cargo is discharged at night, the bags are stacked in one pile as landed irrespective of marks; as this department accepts no responsibility for night work, the bags are subsequently sorted either by the Agents or at their expense. Once the bags are piled mixed, the sorting cannot be resorted to at once, in the majority of instances as there is often no room available to do this. Consequently the work of sorting bags discharged at night can only be taken in hand after a number of bags are delivered and space occupied by them released. The delay in sorting such lots results also in delay in taking deliveries which is a source of immediate complaint by the importers that their bags are mixed.

8. *Limited shed accommodation.*

Very ample shed accommodation is necessary to successfully deal with this kind of cargo. Each vessel brings from 60 to 120 thousands bags local and transhipment and as these have often to be sorted to over a hundred different marks and stacked in lots sometimes of only 30 to 50 bags of a particular mark, only those who are actually on

the spot and have to do the work, can understand the difficulty. Want of space in the shed is, therefore, also one of the principal factors in the difficulty in sorting, stacking and delivering.

9. *Merchants breaking piles, &c.*

Very often bags are correctly sorted and piled according to marks on landing, but merchants when taking delivery break piles and scatter all over the shed bags which they find, stained or slack or which bear indistinct marks. This results in mixture of marks and the sorting of such bags cannot always be taken in hand every day. Every effort is made by the staff to make the merchants repile bags, &c., when they throw them down, but when several dealers are taking delivery it is not always possible to enforce this being done by them.

10. I beg to offer the following suggestions on (4), (5), (6), and (7):—

(*a*) A reduction in the number of marks. This could be done by requiring each importer to have under his own main mark, the different quality marks, which would enable him to deliver to his dealers a bag of sugar of the right quality. The pernicious system of a countermark for each dealer should be abolished.

(*b*) Large and clear marking is a great help to stacking. Some years ago I had very great difficulty with small iron owing to bad marking or no marks at all. The Hansa Line who are large iron carriers took the matter up and different coloured paint marks were adopted by different importers and a very great improvement was effected. If importers of sugar would use large clear marks of different colours, the sorting would be made easy.

(*c*) Vessels importing sugar when loading should store by marks, and when discharging here discharge by marks. If (*a*) and (*b*) were carried out the vessel could do this with ease, but when marks are so numerous it is almost impossible.

(*d*) Discharge of sugar at night should not be allowed. A vessel working 5 gangs can put out 15/20,000 bags, while consignees can seldom clear more than 10,000 in a day. The importers of sugar are not in favour of night work and as they pay the wharfage they should be considered in this matter. Night work with bag cargo increases congestion and is also the cause of much tearing and damage of bags.—I have, etc.,

E. Y. WATSON,
Superintendent.

No. 135 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 11th February 1913.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 5824, dated 23rd December 1912, together with a copy of a report by the Docks Superintendent, in connection with sugar deliveries at the Docks.

2. The correspondence has been circulated to all members of this Chamber interested and a circular has also been issued by a small Committee which considered the question of the marking of Java sugar bags. A copy of this latter is attached hereto for your information.

3. Having carefully considered the opinions submitted by sugar importing members and the steamer Agents, on the various suggestions put forward by the Docks Superintendent, my Committee have decided to recommend that the Port Trustees after giving due notice should only deliver to main marks; this system, in the opinion of my Committee, will materially improve matters.

4. As regards (*c*) of para. 10 of the report referred to, I am to state that the suggestion therein contained is not considered feasible. The instructions of certain Steamer Agents in Bombay are that sugar is to be discharged by the tier, *i.e.*, that it should be discharged

as nearly as possible in the manner in which it is stowed by mark. Unfortunately, however, it appears to be impossible for the steamer to exactly stow according to marks, because of the conditions obtaining at the ports of loading, in many of which the cargo comes alongside in boats containing different marks, or a number of boats of various marks come on the same day. Again a number of bags which may be rejected at port of shipment owing to imperfect markings, may again be sent alongside after re-marking, and it is then of course impossible to stow these bags with the cargo to which they originally belonged as the latter has already been covered up by the sugar of other shippers.

5. As regards (*d*) of the Dock Superintendent's report to the effect that discharge of sugar cargoes should not be allowed at night, I am to state that as there is a divergence of opinion among Importers and Steamer Agents in this connection, my. Committee are not prepared to acquiesce in this suggestion.

6. In connection with the statement contained in the 9th paragraph of the Dock Superintendent's report, I am directed to state that in the opinion of my Committee the breaking of piles may add to the confusion which exists and may also accentuate the delays in deliveries, hence their suggestion that the Port Trustees should stack and deliver by main marks only to the original Importers.

It is felt that a system of stacking by main marks and delivering by counter marks would merely add to the confusion that now exists —I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

BOMBAY, 3rd October 1912.

TO—SUGAR IMPORTERS AND MERCHANTS.

Marking of Java Sugar Bags.

In view of the trouble and loss caused both in the Port Trust premises and in connection with Town Duty Refunds in consequence of the want of uniformity in the marking of Bags, the Committee appointed at a former meeting of Importing Firms and Merchants have discussed the matter at a meeting held on 3rd October.

They recommend :—

(1) That all Java Sugar Bags should bear *on one side* all the "principal" marks, and no so-called "subsidiary" marks on the same side.

(2) That the "principal" marks should consist of and be limited to the following :—

(1) Refinery Brand.
(2) Country of origin.
(3) Importer's mark.
(4) Port of Destination.

Example :—

T M O
Made in Java
Ralli
Bombay.

(3) That as far as Importers are concerned, subsidiary marks are not wanted—but if exporters or refiners find it necessary or desirable for their own purposes to stamp subsidiary marks, they should put them on the other side of the bag from the principal marks.

Subsidiary marks usually consist of letters (A, B, C, &c.) or numbers (1, 2, 3, &c.) and are sometimes in black and sometimes in red.

The Committee are informed that some Importing Firms have, for some years past disregarded the subsidiary marks in their Import and Customs documents, and the Authorities concerned have agreed to this practice.

With regard to the Municipality and refund systems, there seems to have been no rule laid down on the subject in the past but the Municipal Commissioner in a letter, dated 7th August 1912, and addressed to the Members of the Committee has expressed his willingness to issue instructions that only "principal" marks are to be observed—and he has been informed in a letter, dated 20th August 1912, that the principal marks may be taken to be the four above mentioned.

They think, that if all Importing Firms will place the above proposals before their Home Friends, and get them adopted by the Java shippers, there need be no more trouble on the subject.

They think it would be well, if the same system were adopted by Mauritius and Continental shippers.

MARSHALL REID.
(The Bombay Co., Ld.)
T. M. ZOUROS.
(Ralli Bros.)
MATHURADAS ROWJEE.
MOTILAL RANGILDAS.
RUTTONJEE KHIMJEE.

No. 737 of 1911.

BOMBAY PORT TRUST,
SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 8th April 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to say that with the concurrence of the Committee of the Chamber of Commerce, it has been decided that commencing from 1st June 1913, all Sugar cargoes from Java, Mauritius and Europe, will, on being landed from vessels in the Docks, be sorted and stacked only according to the main marks and will be delivered to the original importers. On and after the above date, Sugar will not be sorted and stacked according to countermarks, and delivery will not be given on separate delivery orders issued against Bills of Lading, the original importers being required to take delivery of their consignments themselves.—I have, etc.,

E. Y. WATSON,
Superintendent,
Prince's and Victoria Docks.

No. 351 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 22nd April 1913.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—With reference to the printed notice which was recently issued by the Port Trustees to importers of sugar in Bombay, to the effect that from the 1st June next, all sugar cargoes from Java, Mauritius and Europe will be sorted and stacked according to the main marks only and delivered to the original importers, I am directed to inform you that in the opinion of the members of this Chamber who are interested in this trade, many difficulties are likely to arise if the course of procedure indicated in the said notice is strictly followed.

2. My Committee therefore respectfully submit the following modifications and trust they will receive the approval of your Board :—

(*a*) That main marks in the case of white sugars shall be taken as including the Refinery Brand, the country of origin, the importers' mark, and the port of destination.

Example :—

T. M. O.

Made in Java

Ralli

Bombay.

(*b*) That main marks in the case of brown sugars shall be taken as including the marks mentioned in (*a*) plus the "Standard number."

(*c*) That delivery on main marks shall be given by the Port Trust to holders of importers' delivery orders issued against Bills of Lading or Steamer Agents' delivery orders lodged with the Docks Superintendent.

3. My Committee understand that the requirements of the trade in this connection will be fully met if the suggestions

contained in (*a*), (*b*) and (*c*) are adopted and it is, therefore, hoped the Port Trustees will see their way to issuing a fresh notice to sugar importers modified as above.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 2510.

BOMBAY PORT TRUST,
BOMBAY, 7th June 1913.

The SECRETARY, CHAMBER OF COMMERCE.

SIR,— In reply to your No. 351, dated 22nd April 1913, I beg to state that I am prepared to accept proposals (*a*) and (*b*) of your Committee as set out in para. 2 of that letter, subject to the condition that the Refinery Brands and standard numbers are not very numerous and confusing.

2. As regards proposal (*c*) this requires some modification. One of the principal difficulties experienced in the past in delivering sugar was the large number of delivery orders issued against Bills of Lading, many of which are transferred to more than one person before delivery is taken. I recognise that the requirement of the original circular that original importers will be required to take delivery of their consignments themselves, was not practicable in the present state of the trade. An unlimited acceptance of delivery orders however would continue one of the most undesirable of the present features of the trade, namely, that the Transit Sheds thereby become a sugar market.

To meet the wishes of your Committee as far as possible I am prepared to accept delivery orders as regards their original holders but am not able to recognise further transfers.

3. These alterations can however only be put into practice provided that a full list of sugar showing the marks to which it is to be sorted is in the hands of the Docks Superintendent before commencement of the discharge of a vessel and that the Refinery Brands and standard numbers furnished are not numerous and confusing as stated in para. 1.

4. I attach a copy of the notice which it is proposed to issue and which I trust will meet the reasonable requirements of importers.—I have, etc.,

F. L. SPROTT,
Chairman.

No. 1913-14.

BOMBAY PORT TRUST,
SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 1913.

To

In supersession of my Circular letter, dated 8th April last, *re* landing and stacking of sugar cargoes from Java, Mauritius and Europe, I have the honour to say that the following course of procedure which has received the approval of the Committee of the Chamber of Commerce will be adopted on and from.

(*a*) In the case of white sugars the bags will be sorted and stacked according to the main marks, which shall be taken as including the Refinery Brand, the country of origin, the importers' mark and the port of destination.

Example :—
T. M. O.
Made in Java
Ralli
Bombay.

(*b*) In the case of brown sugars the standard number shall be considered as forming part of the main mark in addition to the marks defined in (*a*)

Example :—
B S
17
Ralli
Bombay
Made in Java.

(*c*) The Port Trust will deliver sugar by the main marks to the *Original* holders of the Importers' Delivery Orders issued against

Bills of Lading or Agents' Delivery Orders lodged with the Dock Superintendent, but will decline to deliver on any subsequent endorsements by the holders of such Delivery Orders.

The above procedure will be followed, provided that a full list of sugar showing the marks to which you require it to be sorted is furnished to the Docks Superintendent before the commencement of the discharge of a vessel.

If, however, it is found that numerous and confusing Refinery Brands or standard numbers are being introduced or that a list of your sugar is not furnished as required above, then Dock By-law No. 74 (ii)* will be enforced.—I have, etc.,

Superintendent.

No. 684 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 31st July 1913.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 2510, dated 7th ultimo, regarding sugar deliveries at the Docks, and to inform you that the contents thereof have been fully discussed by the sugar importing members of this Chamber and the General Committee.

2 As a result of this discussion I am to state that there are no serious objections to the proposals put forward in connection with the delivery of sugar by main marks to the original holders of Importers' Delivery Orders, issued against Bills of Lading or Agents' Delivery Orders lodged with the Docks Superintendent; but it is felt that such a system will tend to retard rather than accelerate deliveries, with the result that the object in view, in putting forward the proposals, will be defeated.

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* By-law No. 74 (ii).—"Sugar, rice and other bag goods will be sorted and stacked in Dock only according to the owners' principal marks on the bags."

3. It is submitted that if the Port Trust can deliver to the original holder, they can equally well deliver to a holder by endorsement, provided the Delivery Order has not been split up. My Committee recognise that serious objections could be raised by the Port Trust if it were the general practice of the trade to split Delivery Orders. This, however, is not the case and so far as is known, only happens occasionally. A notice from the Port Trust to the effect that the practice of splitting Delivery Orders must be discontinued will, it is believed, suffice to put an end to the matter.

4. With reference to paragraph 3 of your letter under reply, I am to state that Sugar Importers are quite willing to furnish, when possible, particulars of the various marks, before a vessel begins to discharge a cargo of sugar; but in view of the fact that documents generally arrive by the vessels bringing the cargo, in the case of Mauritius Sugar, and occasionally in the case of Java Sugar, importers cannot undertake to give this information every time.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 28766.

BOMBAY PORT TRUST,
SUPERINTENDENT'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 24th December 1913.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Imports of Sugar.

SIR,—I have the honour to intimate, by direction of the Trustees, that from 1st March 1914, all cargoes of sugar from Europe, Java, Mauritius or elsewhere will, in the ordinary course, and on being landed, be sorted and stacked in the Docks Transit Sheds only to main or consolidated marks.

Consignees requiring their sugar to be sorted to counter-marks, which sorting will only be undertaken when sufficient space is available, will be charged an extra sorting fee of annas 3 per ton and

will be liable for all extra fees that may accrue in the meanwhile and until delivery is effected. Due notice that such sorting to counter-marks will be required must be given to the Docks Department before a vessel commences to discharge her cargo.—I have, etc.,

J. A. CHERRY,
Acting Superintendent.

APPENDIX Q.

DAMAGE TO COTTON SHIPPED TO JAPAN.

80 KYO MACHI,
KOBE, 17th September 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

DEAR SIRS,—I feel that it is my duty to write and inform you of the general condition of recent arrivals of cotton.

Nearly all recent cotton arrivals have been in a damaged condition, amongst others, shipments by "Bombay Maru" and "Kamakura Maru."

As I have surveyed the greatest number of bales from the "Kamakura Maru," I will base most of my remarks on observations of this steamer's cargo.

The percentage of damaged bales was very large, and from conversations with other Surveyors, I should estimate that 70 per cent. of the total bales shipped were damaged, more or less seriously, this damage was mostly salt water, but there was certainly a little country damage here and there.

Now, Gentlemen, you will, I am sure, appreciate that it is an absolute impossibility for 70 per cent. of the bales to be sea water damaged after they are in the steamer; if this happened, I fear, the water taken in would sink the vessel; it, therefore, seems to point to the fact that these bales were damaged, before they were taken on board, from exposure to spray, or whilst being shipped, as

some of the dam e has penetrated into press packed bales seven inches, it would seem that they were thus exposed for some considerable time.

It is rumoured here that bills-of-lading for some cotton shipments have been signed "Clean," against "letters of guarantee;" this, if correct, would seem at first sight to be undesirable, as bills-of-lading are usually looked upon as conclusive evidence of the state of the goods on shipment.

I would respectfully suggest that it would be to the benefit of all concerned, if you would be good enough to go into the question of accommodation for cotton awaiting shipment, and also the desirability of the alleged practice mentioned in the before mentioned paragraph.

Should you wish for further information, I should be glad to supply it to the best of my ability.—I remain, etc.,

CHARLES W. COOPER.

No. 975 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 7th November 1913.

CHARLES W. COOPER, Esq.,
80 KYO MACHI, P. O. BOX 126,
Kobe.

DEAR SIR,—I am directed to acknowledge receipt of your letter dated 17th September last, drawing attention to the large percentage of bales of Indian cotton which had been received in Kobe in a damaged condition.

I am to inform you that the matter has been brought to the notice of members of this Chamber interested in the matter, and I am also to convey to you the thanks of my Committee for the trouble you have taken in addressing them on this subject.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 992 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 13th November 1913.

The MEMBERS OF THE CHAMBER OF COMMERCE,
Bombay.

GENTLEMEN,—The attention of the Committee has been drawn to the high percentage of damaged bales of cotton received in Japan out of consignments from Bombay during the past few months, and to the troubles, difficulties and loss caused thereby to consignees and others.

Whilst in some instances the damage was undoubtedly caused by salt water, or as the result of fire whilst the cotton was in transit, there are good reasons for thinking that amongst the bales complained of some had been in contact with water before being placed on board in Bombay; and it is alleged that in some cases clean bills of lading were signed for these bales by the Steamer agents or the master, although the mates' receipts had been claused.

After fully discussing the matter, my Committee are of opinion that such a procedure would be not only irregular but illegal, and from a Marine Insurance point of view distinctly unfair, inasmuch as it would lead to claims being put forward, although the damage may have occurred at a time when the cargo was not covered by the Marine policy.

It is felt that in the interests of the trade generally greater care should be exercised in future, and that shippers of cotton should take steps to ensure that their consignments are really in good condition before being taken on board, and further that steamer agents should only sign clean bills of lading against clean mates' receipts.—I am, etc.

R. E. GREGOR-PEARSE,
Secretary.

THE BOMBAY UNDERWRITERS' ASSOCIATION.

BOMBAY, 28th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,

Cotton from Bombay to Japan Ports.

Through the kindness of one of our members, your Circular No. 992 of 1913 has been placed before our Committee; and as the subject thereof is one which has been under the consideration of our Committee for some time, we are directed to write you thereon and ask for your very valuable support.

This issuing by steamer agents of clean bills of lading against letters of guarantee from shippers has become such a serious matter that the question has arisen as to whether any insurance will be given to shippers on with average terms.

Our Association does not wish to hamper in any way such an important portion of the trade of *this* port; but, unless something is done to end the illegal practices which were current during the first half of this year, and are openly stated to be prevalent, a very serious state of affairs will arise.

Under directions from our Committee, we have to-day addressed the steamer agents of the—

P. & O. Steam Navigation Co.,
Nippon Yusen Kaisha,
Osaka Shoshen,
Austrian Lloyd, and
Messrs. Turner Morrison & Co., Ltd.,

and also

The Hongkong and Shanghai Banking Corporation,
Chartered Bank of India, Australia and China,
Yokohama Specie Bank, Ltd.,
National Bank of India, Ltd.,
Mercantile Bank of India, Ltd.,
Eastern Bank, Ltd.,

and copies of our letters are attached.

The support we would ask of your Chamber is in getting the steamer agents to agree that they will not issue clean bills of lading against Letters of Guarantee and that their Bills of Lading will only, as they should, be in accordance with the mates' receipts.

The matter is an urgent one as at present the insurance of this interest is more or less in abeyance; and we would ask you to be so kind as to place it before your Committee immediately.—We are, etc.,

A. F. FERGUSON & Co.,

Secretaries.

THE BOMBAY UNDERWRITERS' ASSOCIATION,

BOMBAY, 28th November 1913.

A. H. FROOM, Esq.,
SUPERINTENDENT,
P. & O. STEAM NAVIGATION CO.,
Bombay.

DEAR SIR,

Cotton from Bombay to Japan Ports.

We are directed to address you on the subject of clean bills of lading issued against letters of guarantee from shippers, in particular reference to the abovenamed interest.

It is acknowledged that such procedure has been existent for some considerable time, but it has never been so prominently brought to the notice of the sufferers thereby, *viz.*, the insurers, until this year, when the claims for damage, for which the insurers were not liable, reached such a figure that the question has arisen as to whether insurance on with average terms is any longer possible or will be given.

Our Association is anxious, if possible, to avoid doing anything which would hamper an important branch of the trade of this Port; and after due consideration of the matter, our Committee have come to the conclusion that the only way in which a better state of affairs can be brought about is for steamer agents to cease granting clean bills of lading against letters of guarantee.

Our Committee consequently propose that in all policies of insurance issued to cover this interest on with average terms the following clause shall be inserted:—

> "Warranted that the bills of lading for the interests insured hereby are clean and that no letters of guarantee have been granted to the steamer agents in respect of same."

But before bringing the clause into use, they have directed us to submit it to you for comment, and to ask at the same time whether an agreement, among all steamer agents interested, not to grant clean bills of lading against letters of guarantee from shippers is possible; and, if possible, whether you would take steps to bring it into existence.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 28th November 1913.

The AGENT,
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
Bombay.

DEAR SIR,

Cotton from Bombay to Japan Ports.

The practice of granting clean bills of lading by steamer agents against letters of guarantee from shippers has been brought this year very forcibly before the sufferers from the practice, *viz.*, the insurers; and as we understand Banks will only accept clean bills of lading or bills claused only with such as "Covers torn," "Hoops showing signs of rust, &c.," we are directed by our Committee to submit to you for comment the following clause:—

> "Warranted that the bills of lading for the interests insured hereby are clean and that no letters of guarantee have been granted to the steamer agents in respect of same."

It is proposed to bring this clause into use by inserting it in all policies issued to cover this interest on with average terms; but

before doing so, our Committee direct us to ascertain whether those interested, other than those, of course, who are prepared to commit a fraud deliberately, can have any possible objection thereto.

We should be glad to be favoured with your views at as early a date as possible.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

BOMBAY, 1st December 1913.

The SECRETARIES,
The BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

Cotton from Bombay to Japan Ports.

DEAR SIRS,—I beg to acknowledge the receipt of your letter of the 28th ultimo, and in reply to say that I am unable to agree to refuse in a general way to accept guarantee from shippers in connection with clauses on mates' receipts. No guarantee is, however, accepted by me where the clause concerns the insurance or any other outside interest, but in matters where the Shipping Company and the shippers only are concerned the position is quite different.—Yours faithfully,

A. H. FROOM,
Superintendent.

No. 1159 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 19th December 1913.

The SECRETARIES,
The BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter, dated 28th ultimo, regarding shipments of cotton from Bombay to Japan Ports; and to state, in reply, that whilst my Committee appreciate your difficulty in this matter, they fear that objections would be raised by the Banks, if clean bills of lading were not tendered

with documents. It seems, however, that against some clauses on mates' receipts, shippers might, without objection, be protected under letters of guarantee, and if your Association will say exactly what clauses affect their interests, my Committee will be pleased to consider the matter further.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 22nd December 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Cotton from Bombay to Japan.

DEAR SIR,—We are directed to acknowledge receipt of your letter of the 19th instant regarding the above subject.—We are, etc.,

A. F. FERGUSON & Co.,
Secretaries.

APPENDIX R.

TOWN DUTY ON GOODS IN BOND.

No. 885.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1st February 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to refer to your letter No. 767, dated the 8th August 1912, in which exception is taken to the provisions of Section 194 A of the Bombay City Municipal Act and of the rules thereunder in so far as they affect the up-country dealings of Bombay importers of wines and spirits.

2. In this letter you point out that whereas formerly wines and spirits placed in bond were, subject to a limit of six months, held exempt from payment during the time that they remained in bond town duties are now levied on all imports, whether placed in bond, or immediately cleared into the town, and that as the refund obtainable in respect of such quantities as may be exported for consumption up-country is subject to a minimum limit of Rs. 5, the effect of the change is to impose a substantial transit duty on such exports, and consequently to place the Bombay up-country trade at a disadvantage in relation to that of Calcutta and Karachi, at which places wines and spirits are entirely free from municipal taxation. With reference to the argument, advanced by the Municipal Commissioner in reply to your representation to him on the same subject, that the porportion of wines and spirits which paid duty after having first been in bond was insignificant, you rejoin that in the case of the dealings of individual importers this proportion is on the contrary very large, and you proceed to advance the statement that some three-fourths of the total imports of wines and spirits into Bombay are exported for consumption up-country and should therefore be free of local taxation. In view of the above considerations the Chamber press for the total abolition of the town duty on wines and spirits or, failing that, the adoption of a system whereby supplies placed in bond would remain exempt from the payment of duty until actually cleared for local consumption, and, when cleared for export, would also be exempt provided that such clearance occurred within six months from the date of their importation. They also advocate the reduction of the minimum limit of refund from Rs. 5 to Re. 1.

3. In reply to the above representation I am to observe that if the town duty on wines and spirits were abolished with a view to ensuring absolute equality of treatment for the Bombay trade as compared with that of Calcutta and Karachi, there would certainly be a claim, on similar grounds, for a similar exemption in favour of the trades in the small number of other commodities which are also liable to town duties, a claim which, in the circumstances, it would be extremely difficult to resist. But these town duties have now been in force for nearly fifty years and yield on an average 15 lakhs of rupees annually, an income which, Government believe, the Municip lity could not forego without serious financial

embarrassment. Such being the case, the Governor in Council is unable to give favourable consideration to the first proposal of the Chamber that the duty on wines and spirits should be abolished.

4. With regard to the alternative set of proposals I am to point out that the system of deferring the levy of the duty so long as the goods remain in bond is distinctly disadvantageous to the Municipality and is also open to objection on the ground that it involves the preferential treatment of such goods in comparison with those goods which are immediately cleared into the town. The Municipality are put to loss not only by the postponement, for varying periods ranging up to six months, of the payment of considerable sums to which they are legitimately entitled from the moment that the goods enter their jurisdiction, but also by the fact that they have in actual practice no means of exacting payment, even after the expiration of the six months' period, so long as the goods continue to be kept in bond. As regards the question of the preferential treatment involved by the proposed concession, it is evident that in the case of bonded goods the minimum limit of refund would be inoperative, while still continuing to affect goods on which town duty had been paid at the time of importation. The latter class of goods would thus be subjected to an unfair discrimination exercised at the expense of the Municipality, which would in consequence be exposed to yet further loss.

5. With reference to your contention that although in the aggregate the ratio which supplies which were in bond before paying duty bear to the total quantity of duty-paying supplies is low, yet in individual cases that ratio is very high, I am to observe that if this is the case, then it necessarily follows that this high ratio must be confined to an extremely small number of cases, and that in the overwhelming majority of cases the above ratio is considerably lower even than that indicated by the statistics quoted. The fact that the concession claimed by the Chamber would appreciably benefit such an extremely small minority only of the firms engaged in the trade is, in the opinion of Government, a strong argument against its adoption.

The Governor in Council is not aware of the nature of the data on which is based the assertion that three-fourths or 75 per cent. of the total duty-paying imports of wines and spirits are subsequently

exported from Bombay for consumption up-country. In view of the fact that during the last five years refunds of town duty in these commodities amounted to only 9 per cent. of the gross collections the correctness of the assertion postulates the assumption either that the remaining 66 per cent. were exported in quantities which, under the operation of the minimum limit of Rs. 5, were not entitled to refunds, or that exporters were to a large extent deliberately foregoing their legitimate claims to such indemnity. Neither of these assumptions can be accepted without strong positive evidence in its support.

7. On the above grounds, His Excellency in Council is unable to accept the view that the present regulations regarding the collection of town duty on wines and spirits should be so amended as to admit of the exemption, for the time being, of supplies kept in bond. There remains the question of the maintenance or the reduction of the present minimum limit for refunds.

8. Regarding this question I am to say that, in the opinion of Government, the reduction of the minimum limit to the low figure of Re. 1 proposed by the Chamber would result in an increase of labour and expense, both to the exporters and to the Municipal staff, which would be out of proportion to the benefit which might be expected to accrue therefrom to the trade ; and in this connexion it must be remembered that the cost of the establishments necessary for the administration of a tax of this nature ultimately falls on the trade concerned. But apart from the anticipated effect of a reduction of the limit, it has to be considered whether the existence of a limit such as the present one actually does involve hardship to the trade. With reference to this point I am to observe that the retail prices to up-country purchasers—ex-hypothesis the only class who are affected by the refund limit, since buyers in considerable quantities obtain refunds as a matter of course—are presumably identical with the retail prices in Bombay, which include the charges on account of town duty. Such being the case, the loss of refund leaves the dealer in precisely the same pecuniary position with regard to the local retail purchaser, as with regard to the up-country retail purchaser, and involves in his case no positive loss but merely the deprivation of a small possible profit, which, it may be remarked, would be obtained at the expense of the consumer.

9. On the above view it does not appear to the Governor in Council that the existence of the refund limit is calculated to inflict any substantial hardship on the trade, or that its reduction to a lower figure would be conducive to the general advantage. He is not prepared therefore to accept the proposal of the Chamber in regard to this point.—I have, etc.,

J. L. RIEU,
Secretary to Government.

APPENDIX S.

DEVELOPMENT OF BOMBAY.

No. 3011 of 1913.

PALI HILL, BANDRA, 17th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am desired by the President of the Committee appointed by Government Resolution No. 7440 of the 16th instant, General Department, of which I enclose a copy, to ask that you will be so good as to lay the Resolution before your Chamber for their consideration.

2. I am to invite special attention to paragraphs 3, 4 and 5. It is hoped that you will arrange to give evidence yourself on the matters referred to in the Resolution and will also communicate the names of other members of your Chamber who may desire to give evidence.

3. It would be a convenience to the Committee if your Chamber could also record its views on the subjects mentioned in paragraph 4 of the Government Resolution. I am also to suggest that your representatives who may appear to give evidence should submit beforehand their views in writing.

4. As it is expected that the Committee will hold its first meeting on or about Friday November 7th, I am to request that this matter may receive your earliest consideration.

5. I enclose 3 spare copies of the Government Resolution.—I have, etc.,

B. W. KISSAN,
Special Officer,
Salsette Building Sites,
Bandra

Town Planning.—

Development of the Town and Island of Bombay.

No. 7440.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 16th October 1913.

RESOLUTION OF GOVERNMENT.

In December 1907 Lord Sydenham's Government, recognizing the absence of any comprehensive and well-considered scheme for the development of Bombay and the serious difficulties to which this deficiency was giving rise, instituted an enquiry, by means of a letter of reference addressed to the several public bodies, railway companies, and commercial associations concerned, into certain important questions relating to this matter. The principal points raised in the reference thus made were the reservation of special areas in the Island of Bombay for the accommodation, in the manner best suited to their respective requirements, of different classes of the community, the provision of the main arterial channels of communication necessary for the service of such areas, and the adaptation of existing railway communications so as to harmonize with these schemes of expansion and development. After a consideration of the opinions which the enquiry had elicited, that Government proceeded in due course to formulate a policy designed to govern the development of the Island and the organization of its communications for the next twenty years. The lines of this policy were laid down in Government Resolution No. 3022, dated the 14th June 1909.

2. More than four years have elapsed since the general scheme defined by the above orders was planned, and in the opinion of the Governor in Council the time has now come for taking stock of the progress made in its execution, for reviewing the present situation in regard to the development of the City, and for considering what steps it is desirable to take in order to ensure the continued and consistent advance of this development on the best possible lines. It is not intended that there should be any radical revision of, or sudden deviation from, the lines of 1909, which were settled after the most careful deliberation and with due provision, so far as was possible, for future requirements, and which must be recognized as being in accordance with sound and well-considered principles; but the necessity is felt of ascertaining whether the changes and developments which have occurred within the last four years call for any modification of the conclusions then formed as to the relative urgency of the several projects or as to the method of their inter-working. It seems desirable to consider also whether the operations and prospective needs of the railway companies, of the Port Trust and of newly developing interests and industries have not, or are not likely to, set up novel conditions to which these projects must be adapted, or to meet which fresh projects require to be designed. Finally it appears essential that means should be devised whereby all future operations connected with the development of the City shall be subjected to periodical and systematic review both with reference to the above-named considerations and in order to secure their due co-ordination.

3. The Governor in Council considers that the objects which he has in view will best be secured by reference to a committee which shall be authorized to take the evidence of witnesses competent to represent the diverse interests which are concerned in the development of Bombay. He proposes accordingly to appoint a committee constituted as follows:—

(1) A representative of the Bombay Corporation.

(2) Do. Bombay City Improvement Trust.

(3) Do. Bombay Port Trust.

(4) The Consulting Architect to Government.

(5) The Special Officer, Salsette Building Sites, who will officiate as Secretary to the Committee.

The above committee, when finally appointed, will be presided over by the Hon'ble Mr. Claude Hill, C.S.I., C.I.E., I.C.S., and will have power to co-opt the Executive Engineer, Presidency, when his services are required by them.

4. The following are the several points which will be referred to the committee for consideration and report :—

(i) the progress already made in the execution of the scheme formulated in the orders of 1909 ;

(ii) the modifications, if any, which have actually occurred in that scheme as so far carried out ;

(iii) whether any and, if so, what further modifications are advisable in view of the changes and developments which have taken place within the last four years ;

(iv) what measures should now be taken for systematic further development, the particular measures recommended being set forth under specific heads, and more especially with reference to the following :—

(*a*) the provision of sites for Government institutions ;

(*b*) similar provision for public institutions in which Government are interested, such as the appendages to the University and its colleges and several much needed institutions which are in contemplation ;

(*c*) the provision of areas suitably located to meet the increasing demand for residential quarters for the different grades of society ;

(*d*) the allotment or reservation of sufficient space to allow for the expansion of existing industries, such as the mill industry, and for the coming into being of possible new industries, in order that these, when developed, may not grow up at random in areas which it may be necessary or desirable to reserve for other purposes in future ;

(*e*) the reservation of open spaces for purposes of recreation and health ;

(*f*) the provision of suitable means of communication both by road and by rail with any areas which may be provided as above ;

(v) any other measures which it may be desirable to indicate, not necessarily for immediate adoption, but as being calculated ultimately to be called for in pursuance of a consistent policy of development.

5. In addition to the above points the Governor in Council desires that the committee should express definite opinions on the following specific questions :—

(*a*) In order to provide for the indefinite growing needs of the City in the matter of expansion is it possible to entertain the idea of uprooting long established institutions, such as the University buildings and the colleges grouped in their neighbourhood, the Secretariat and the High Court, the removal of which to another part of the Island would afford considerable room for expansion besides solving the difficult problem of their own need for extension ?

(*b*) If the committee consider that such an expedient is inadmissible, then is it in their opinion necessary, in order to provide for the absolutely needful extension of these institutions, to reiterate the view that recourse must be had to reclamation ?

(*c*) If such is the opinion of the committee, then would they recommend reclamation by a single scheme of considerable size to be carried out in sections, or by a scheme of one small section at first to be followed by additions as required ?

6. Finally, the committee should advise as to the best means of securing co-ordination and expedition in the carrying out of the measures which, after considering the recommendations presented in their report, Government may resolve on adopting.

7. The Governor in Council is pleased to authorize the committee to call for information from Government officers, and to take the statements of such individuals and public bodies and associations or

their representatives as they may consider competent, and as may be willing, to give evidence which would be of service to the committee in the conduct of their enquiry.

J. L. RIEU,
Secretary to Government.

No. 978 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 7th November 1913.

B. W. KISSAN, Esq., I. C. S.,
Bandra.

SIR,—I am directed to acknowledge receipt of your letter No. 3011, dated 17th ultimo, forwarding a copy of Government Resolution No. 7440 of the 16th idem, in connection with the development of the Town and Island of Bombay, also requesting the views of the Committee and of individual members on the General Scheme which was planned some four years ago.

2. I am to state in reply that in the short time at their disposal, owing principally to the Divali Holidays having intervened, my Committee have been unable to consult the general body of members. A Special Committee, however, was appointed to consider the matter and a very full discussion took place on Tuesday last.

3. The several measures proposed for adoption by the Governor-in-Council, as set forth in Government Resolution No. 3022, dated 14th June 1909, were dealt with, but my Committee much regret they are unable to submit a written statement of their views thereon because of the great divergence of opinions that exists among the members of the Special Committee already referred to.

4. I am to add that had it been possible for you to put forward a series of definite questions on the General Scheme of development of the town, my Committee might have been able to submit answers which could fairly be considered as representing the opinions of the general body of members of this Chamber.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

SECRETARIAT,

BOMBAY CASTLE, 15th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to reply to your letter No. 978 of the 7th instant, regarding the Committee in connection with the development of Bombay.

2. You state that the Chamber was handicapped by want of time to deal with the questions involved. I am now directed to inform you that the period within which opinions are invited has been extended to the 30th instant, and to express a hope that it may be possible to receive the views of the Chamber of Commerce before that date.

3. It may be possible to submit to you a fresh list of questions next week.—I have, etc.,

B. W. KISSAN,
Special Officer, and
Secretary to the Committee.

No. 11.

SECRETARIAT,

BOMBAY CASTLE, 22nd November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your No. 978 of the 7th instant and in continuation of my letter of the 15th instant, I am directed to forward herewith a set of questions to which the Committee on the development of Bombay would be glad to have answers.—I have, etc.

B. W. KISSAN,
Special Officer, and
Secretary to the Committee.

(1) Have you any specific modification to suggest in the scheme for provision of 3 main arterial communications between north and south of the Island, specified in the orders of 1909, *viz.*: —

(*a*) Frere and Reay Roads to Sion.

(*b*) The King's Way to Sion.

(*c*) Lamington Road through Mahim Woods to Bandra Causeway.

(2) (*a*). Do you consider that these three main roads will suffice for the communication between north and south?

(*b*) Are you of opinion that the present east to west roads will be sufficient to provide communication with the New Port Trust Grain and Cotton Depôts that are under construction? In replying to this you may consider that the road from Sewri through the grounds of old Government House, Parel, has been constructed, and the Victoria Road widened.

Particularly do you consider that a road from Hornby Road to Ballard Road is an urgent necessity?

(*c*) Do you consider that the projected widening of the alternative road should proceed north of Kalachoki Road?

(3) If you do not consider existing road schemes sufficient have you thought out any scheme for supplementary roads, and if so, what are the alignments you suggest?

(4) In the formulation of the scheme of the three roads referred to in question (1) was adequate consideration had for the necessity, hinted at elsewhere in the orders, for the restriction of the allotment of areas for the development of industries?

(5) Speaking generally what areas seem to you most suitable for the location of industries growing up in the future? Would you recommend that future development of the mill industry, tanneries or dye works and so forth should extend beyond the limits of the Island of Bombay? That is to say, do you think it necessary to take Salsette into account in connection with industrial development?

(6) If Salsette is to be taken into account, and if we are to contemplate a future in which a portion of Salsette is to be earmarked for supplementing the area available for industrial development, how would that view affect the question of communications between the two Islands? Would the two Causeways suffice for communication other than by rail? In dealing with this question it may be borne in mind that probably the operatives of any industry must be housed in the same neighbourhood as the industry itself.

(7) Having indicated the areas which seem to you to be most suitable for industrial development and assuming that the actual operatives are housed within these areas, we come to the question where the various grades of residential quarters are likely to grow up. Speaking generally what is your opinion on this subject?

(8) Having regard to the growth of demand for office accommodation in the fort area, and to recent tendencies in that matter, in what direction do you think that demand will become most pressing?

(9) It has been stated that the pressure on residential accommodation in the neighbourhood of Apollo Bunder, the Cooperage, Marine Lines and Colaba is very great. It has been suggested that demands for offices will invade this residential quarter. Do you agree with this suggestion?

(10) If so, what do you suggest will be the trend of emigration on the part of residents in those areas?

Government needs.

(11) The buildings for which Government are urgently in need of sites are as given in the list handed to you. Speaking generally the only sites for the erection of such buildings, at present available, are the maidans, the Oval, the Cooperage, Kennedy Sea Face and (prospectively but not immediately) the Cotton Green measuring approximately 170,000 square yards. For the buildings specified, with (in the case of the schools) appropriate reservation of recreation grounds, it is estimated that (information has been asked for) .....square yards will be required. Do you recommend a departure from the hitherto fixed policy of not trespassing upon any of the spaces referred to with the exception of the Cotton Green?

(12) If you do not recommend this, what do you suggest?

(13) Do you recommend that all or any of the institutions referred to should be located at a distance from the present centre of business, educational and administrative activity?

(14) Taking the case of educational institutions, do you recommend that the parent establishment, such, for example, as the University buildings, be abandoned, and the University established elsewhere? If not, why not?

No. 1066 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 28th November 1913.

B. W. KISSAN, ESQ., I.C.S.,
SPECIAL OFFICER, SALSETTE BUILDING SITES,
SECRETARIAT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter of the 15th instant, in connection with the development of Bombay in which you inform me that the time for opinions to be sent in has been extended to the 30th instant, and although it has not been found possible during this short extension to obtain the views of the members of this Chamber on the important questions now to be considered, I am desired by my Committee to address you briefly on the few points which seem to them to need consideration.

Recognising the great difficulties that lie in the way, my Committee have no reason to be dissatisfied with the progress that has been made in planning out and opening up wide thoroughfares from north to south and from east to west. They attach great importance to road development from the Fort to the north of the Island, for the scheme of opening up the northern districts for residential quarters will never be successful if the people cannot travel quickly from their work in the Fort and in the Native town to their homes in the suburbs. The trade and industries of Bombay have expanded very rapidly in recent years and must continue to increase. If office accommodation is to be found in the Fort, as it certainly should be,

a new area for building will have to be provided, and it was with this object in view that, some years ago, my Committee suggested that Hornby Road should be connected by a broad thoroughfare with the Ballard Road. My Committee were disappointed therefore to find that in their resolution of 14th June 1909, the Bombay Government only placed this scheme as one of those that in due course would need to be considered. It is hoped that on further consideration this scheme will now be given a prominent place in the programme, for it will not only facilitate traffic and improve a congested and insanitary area but will also open up for business purposes a large and important district lying around Parsi Bazar and Bazar Gate Streets. Unless this is done office accommodation will have to be found elsewhere and this is only possible by displacing residents at and near the Apollo Bunder which is not desirable. Business quarters should centre around the Banks and the district of Fort north is the only one now available for extensions of this character.

As regards modifications of schemes dealt with in the Government Resolutions above referred to my Committee would suggest that the question of the B. B. & C. I. Railway along the sea front should again be considered. They accept the decision of Government that this Railway cannot be cut off at Grant Road as the local traffic from Grant Road to stations south is considerable and important. One of the questions, however, that they think should be considered in this connection is the absolutely inadequate accommodation for traffic provided by the present Queen's Road. Some years ago my Committee pointed out the inconveniences of this road and they would again emphasize what they consider to be a great necessity of the present time that the alternative road should be made immediately or the present road be made at least double its present width. Various schemes have been suggested in this connection but my Committee do not propose to discuss them in detail or to specially recommend any one of them. One scheme, however, is that a road should be made along the sea front with overbridges at Marine Lines and possibly also at Church Gate. Another, that the Line should be electrified and carried overhead from the Sandhurst Bridge to its terminus, wherever it may eventually be decided that this should be. My Committee are inclined to think that the decision that Colaba should remain the terminus is a matter that might be reconsidered.

If, however, the Railway could be run overhead increased road accommodation could easily be provided and the general public could be given free access to the sea face which is very desirable. The question of retaining Colaba as the terminus of the B. B. & C. I. Railway appears to have been arrived at on the assumption that long distance trains must be started from there and that as a large reclamation was to be made at the Colaba end of Back Bay, the Railway would then be an inland Line instead of along the sea front as at present. If my Committee are correct in assuming that this proposed reclamation is not likely to be carried out for residential purposes on a large scale it is doubtful whether Colaba is the best place for the terminus of the Railway for south of Church Gate Street it occupies and monopolises a large area which is capable of advantageous development.

The question, however, of a widened Queen's Road is, my Committee consider, a very important one and they hope that this point will be fully investigated and a definite solution arrived at.

As regards the northern districts all my Committee desire to say at present is that so long as the Love-grove Pumping Station remains where it is, the area around it is not likely to be opened up for residential purposes. My Committee are aware that certain works are being carried out by the Municipality with a view to improvement, but even so it seems very doubtful if this very desirable area will be taken up for occupation so long as this nuisance remains. My Committee do not know what arrangements will be made as regards the drainage from the districts that are now being opened up in the northern part of the Island. They suggest, however, with a view to the possible removal later on of Love-grove that the drainage arrangements of new areas might be planned differently and that the sewage or effluent should not be discharged on the western side of the Island.

As regards the question put as to whether it is possible to entertain the idea of uprooting long established institutions such, as the University buildings, the Secretariat and the High Court, my Committee desire me to say that in their opinion the High Court and the Secretariat must remain where they are, and that as the University buildings with colleges adjacent are now where they are, they do not suggest their removal, but if the Fort is to become, as is likely, a

business and shopping district, more or less, and if the people are to be induced to live in the northern part of the Island and in Salsette, the location of the University and its colleges seems rather out of place at the south end of the Fort, and the buildings would probably be more suitably placed if they were in the residential area in the north of the Island or even in Salsette. The question as to additional land for the expansion of public buildings has been considered by my Committee and it appears to them that the vacant land that will be available at Colaba within the next few years will be sufficient for present needs. Eventually, however, some reclamation in Back Bay may be necessary, but they doubt if this is an urgent matter at present. They are not moreover inclined altogether to agree with the argument that has been put forward in this connection, that as wealthy people desire to live near their offices a large reclamation at Colaba is necessary for houses for the well-to-do. There will always be a certain number, no doubt, who prefer to live near their work, but the great majority in the opinion of my Committee will be glad to live outside the Fort, if by road and by rail their homes can be easily reached. With the Railway electrified and the service more rapid and frequent, with an extension of the Tram service to the northern part of the Island and with the large increase of private Motor Cars which is likely in the near future, my Committee are inclined to think that people will be very glad indeed to get away at night from the Fort and Colaba, if suitable accommodation be provided for them to the north of the Island and in Salsette.

My Committee agree that an area should be provided for the expansion of existing industries and for any new industries that may arise, and if this cannot altogether be provided to the north and east of the island they would suggest that the Island of Salsette be allocated for the purpose. It does not appear to my Committee that mills need now be located so near the Docks as was necessary in the past when everything had to be carried in bullock carts. The new arrangements for rail-connection with the Docks will enable the mills to go further afield without any inconvenience, and if they could be located in less populous districts the housing question for their hands would probably be simplified. One can only see at the present day the mistake that was made not so very many years ago when mills were allowed to be built in Girgaum and in and around Tardeo.

Another point which ought to be considered is as to whether the site at Colaba which it is understood may be decided on for the European General Hospital is under all circumstances the most suitable. In many ways it may be a desirable site, but it never can be a central one and if those who will very largely use this Hospital live, as apparently they will have to do, to the north of the native town, it is for consideration as to whether some other site to the north but not too far away from the Docks, would not be more suitable. A point however my Committee desire to call very special attention to is that work in connection with a new Hospital should be undertaken at once so that the present site may be vacated as quickly as possible. If this is not done it will be years before the new building is ready and a long delay is most undesirable.

My Committee are very much in favour of large open spaces being reserved for recreation and health, and regret the tendency in recent years to build on some of the vacant spaces which in the past were used for purposes of recreation.

Co-ordination and expedition in carrying out the necessary works for the improvement and development of Bombay are very essential and as the matter is of great importance my Committee will be pleased if some scheme can be divised to this end.— I have, etc.,

C. H. ARMSTRONG,
Chairman,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX T-1.

SHORT REELED YARNS.

BURMA CHAMBER OF COMMERCE,
RANGOON, September 8th 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed to enclose a copy of a letter this Chamber has addressed to the Government of Burma on the short reeling of yarns in Bombay cotton mills.

My Committee feel that little good will ever be achieved by cumbersome and indirect methods to prevent short reeling, such as those prescribed by the Government of Bombay and dealt with on pages 38-40 of your Chamber's Report for 1906; and that it should be possible to put a stop to short reeling at the mills, or of prohibiting the exportation of short reeled yarn from Bombay.

My Committee notice that your Chamber has from time to time taken active steps to prevent the fraudulent short reeling of yarn and I am to enquire whether, on the facts brought to light in the enclosed letter, your Committee can see their way to raise this question with Government once more? The time seems to be auspicious as the attention of the Secretary of State was recently drawn to this matter by the Manchester Chamber of Commerce, and it is not improbable that Lord Crewe has called upon the Government of India for a report.—Yours faithfully,

C. A. CUTTRISS,
Secretary

Copy of letter, dated August 6th, 1913, from the Chairman, Burma Chamber of Commerce, Rangoon, to the Revenue Secretary to the Government of Burma, Rangoon.

I have the honour to address you on a subject that has recently been engaging the very serious attention of the Committee of this Chamber, namely, the fraudulent practice systematically carried on in many mills in India of short reeling cotton yarn.

2. The practice extends both to grey and dyed yarns and the goods thus produced are shipped in large quantities from Indian ports to this market, and, as the law stands at present, nothing can be done to prevent this entrance.

3. The subject is not a new one, but the evil has extended greatly in recent years, and in proof of the irregular nature of the goods complained of the following figures giving the results of tests recently made of bundles taken from the bazaar—the production of different Indian Mills—are submitted :—

One bundle of grey yarn marked No. 24s.

Weight of bundle on day of purchase 10 lbs.

Made up of 24 hank knots containing in all 235 hanks.

Total length of 235 hanks—131,433 yards.

Average length of hanks—559 yards.

As 240 hanks of 840 yards weighing 10 lbs. are 24s in count.
235 „ „ 560 „ „ „ „ ? „ „

$$\frac{235 \times 560 \times 10 \times 24}{240 \times 840 \times 10} = 15{\cdot}66\text{s.}$$

which seems to prove that 16s have been made up as 24s.

Deficit in count 33 per cent. (approximate).

Deficit in length 281 yards per hank—33 per cent.

One bundle of grey yarn marked No. 30s.

Weight on day of purchase 4 lbs. 9 oz.

Made up of 15 hank knots containing in all 150 hanks.

Total length of 150 hanks—77,964 yards.

Average length of hank—519·76 yards.

As 150 hanks of 840 yards weighing 5 lbs. are 30s in count.
150 „ „ 520 „ „ 4 lbs. 9 oz. ? „ „

$$\frac{150 \times 520 \times 80 \times 30}{150 \times 840 \times 73} = 20{\cdot}35\text{s.}$$

Roughly therefore the bundle contains 20s/22s made up as 30s.

Deficit in count 30 per cent. (approximate)

Deficit in length 320·24 yards per hank 38 per cent.

One bundle maroon dyed yarn containing 99 hanks.

Total measurement 73,525 yards or 742·676 yards average per hank.

One bundle green dyed yarn containing 100 hanks.

Total measurement 43,601 yards or 436·01 yards average per hank.

One bundle green dyed yarn containing 98 hanks.

Total measurement 44,042 yards or 449·4 yards average per hank.

One bundle green dyed yarn containing 101 hanks.

Total measurement 56,511 yards or 559.51 yards average per hank.

4. In grey yarns, a hank should contain 840 yards, and in dyed yarns the average length of the hanks in a bundle should not be less than 819 yards.

5. The foregoing tests reveal that in the case of the grey yarns, besides the short reeling, a cheap (coarser) count of yarn has been substituted.

6. The injury wrought upon consumers in this country by these fraudulent importations is at once apparent, and, in addition to this, serious loss is inflicted upon honest merchants and traders who are unable to compete in price with the short reeled and wrongly marked goods.

7. In view of the facts as cited above, the Committee of this Chamber feel strongly the urgent necessity for the amendment of the existing law to provide effective measures for the suppression of this nefarious practice of fraudulent short reeling, and they hope that the Government of Burma will accord their aid by putting these representations forcibly before the Government of India.

No. 852 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 2nd October 1913.

The SECRETARY, BURMA CHAMBER OF COMMERCE,
Rangoon.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 8th ultimo, regarding the short reeling of yarns in Indian Mills.

2. It is observed that in your letter to the Burma Government, dated 6th August 1913, you state "as the law stands at present nothing can be done to prevent this entrance", but from the information at their disposal my Committee are not at all sure that such is the case. It is felt that an appeal to the Burma Government against the action of the Collector of Customs at Rangoon in

permitting the importation of yarns which are short-reeled, might very probably be upheld. In any case my Committee are of opinion that the matter is one that can more easily be dealt with at the port of arrival of the goods than at the port of despatch.

3. In China, Singapore and many other places, the yarns spun in India meet those of other countries and my Committee agree with the view expressed by the Government of India that to compel Indian Spinners to adopt a standard which is not observed elsewhere might seriously damage the export trade of this country. It seems to follow from this that if a mill may spin what it likes for export it would be very difficult, if not impossible, to control its standard of production for local consumption.

4. In the event of your Chamber deciding to lodge an appeal to the Burma Government it is suggested that a copy of your statement together with copies of any correspondence bearing on the subject, might with advantage be sent to the Department for Commerce and Industry of the Government of India.

5. I am to add my Committee fully appreciate the gravity of the situation, but the question is one of some difficulty and, in view of the correspondence that has already passed between this Chamber and the Local and Imperial Governments, it would seem that any further effort from this end would be ineffective.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

BURMA CHAMBER OF COMMERCE.

RANGOON, 17th October 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,— I am directed to acknowledge, with thanks, the receipt of your letter No. 852, dated the 2nd instant, on the fraudulent short reeling of yarns, and to add that, as the result of certain developments here, there are hopes that Government may shortly take effective steps to prevent the importation of short-reeled yarns into this market.—Yours faithfully,

C. A. CUTTRISS,
Secretary.

BURMA CHAMBER OF COMMERCE.

RANGOON, 21st November 1913.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR.—In continuation of my letter of October 17th, 1913, it may interest your Members to know that, on the representation made by this Chamber, Government have now issued orders to check the fraudulent short reeling of yarn by empowering the Chief Collector of Customs, Burma, to take action under the provisions of Section 18 of the Sea Customs Act, irrespective of the country of origin of the goods. I enclose a copy of Government's letter and may add that the Chief Collector of Customs has intimated to this Chamber that he is now prepared to act on any complaints made to him.

Perhaps you may consider it desirable to acquaint the Bombay Millowners' Association with these facts, in case they have not been communicated direct by the Government of Bombay.—Yours faithfully.

C. A. CUTTRISS.

Secretary.

Copy of (Separate Revenue Department) letter No. 175 M. 3 C—19, dated Maymyo, the 11th November 1913, from the Officiating Revenue Secretary to the Government of Burma, to the Chairman, Burma Chamber of Commerce, Rangoon.

In reply to your letter of the 6th August 1913, regarding the fraudulent practice systematically carried on in many mills in India of short reeling cotton yarn and the import of such short-reeled yarns into Burma, I am directed to say that the Chief Collector of Customs, Burma, has been instructed to take action under the Sea Customs Act in all cases of infringement of the provisions of the Merchandise Marks Act, irrespective of the country of origin of the goods. The Chief Collector's refusal to take this action was due to a misinterpretation of the provisions of Section 18 of the Sea Customs Act.

APPENDIX T-2.

MARKING OF BUNDLES OF YARN.

No. 3790/1-2.

LAHORE, 1st November 1913.

THE SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—It has been noticed often recently that the bundles of Indian made yarn sold in the bazars of the Punjab to the hand loom weavers are less in weight than 10 lbs. or are correct in weight but contain less yarn than they ought to, which means that the count is coarser than the retailer states. These light or short bundles appear to be made up in the mills and are not tampered with by the retailers.

I have the honour to enquire whether it would be possible to provide by legislation as Section 12 of Act IV of 1889 provides in the case of piece goods that every bundle of yarn should be marked with weight and count on the card-boards instead of on the wrappers which the retailers usually remove, and should not be sold except with the card-boards intact.—I have, etc.,

SHANKAR JAN,
For Director of Agriculture and Industries, Punjab.

No 1039 of 1913.

CHAMBER OF COMMERCE,

BOMBAY, 21st November 1913.

W. S. HAMILTON, ESQ.,
DIRECTOR OF AGRICULTURE AND INDUSTRIES,
Punjab.

SIR,—I am directed to acknowledge receipt of your letter No. 3790/1, dated 1st instant, regarding the make up of bundles of Indian yarn. I am to state in reply that, in the opinion of my Committee, legislation on the lines suggested by you is no doubt possible and that there would be no objection to it if all Indian made yarn

bundles were made up with card-boards. This is not so however, a very large quantity having merely a brown paper wrapping, and it would therefore appear to be necessary to enact that card-boards must be used, and to this it is felt, there would certainly be objections.

2. I am to add that this Chamber has always objected very strongly to falsely made up yarn, and that several representations on the subject have been submitted to the Government of India during the past few years, but so far with little or no success.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX U.

PRICE OF WOOL.

No. Cont. 6-25.

Head Quarters, Bombay Brigade,
Supply & Transport Corps,
Bombay, 7th July 1913.

The Secretary, Chamber of Commerce,
Bombay.

Sir,—I have the honour to request the favour of information whether the price of Wool used in the manufacture of Blankets barrack and country (two specimens attached) issued by this Corps to British Troops and Indian Troops and followers respectively has gone up, if so, I shall feel obliged if you will be so good as to intimate the reasons for the rise in the prices, also the extent to which these have risen as compared with the prices prevailing, say, last year.

May I request the favour of an early reply as a telegraphic report has to be made to the Divisional Head Quarters.—I have, etc.,

W. K. COOK, Captain,
Offg. Officer in charge Supplies,
Bombay Brigade.

No. 621 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 16th July 1913.

The OFFG. OFFICER IN CHARGE SUPPLIES,
BOMBAY BRIGADE.

SIR,—I am directed to acknowledge receipt of your letter, date 7th instant, requesting information in connection with the price of the wool used in the manufacture of certain blankets.

In reply I am to state that prices for wool have advanced very materially owing to a great shortage in the supplies from Australia during the 12 months ending 30th June last. During this period Yorkshire was extraordinarily busy and this naturally caused a great increase in the prices all round. The prices of Black and Grey Wools (Indian), from which the blankets you submitted are largely made, have nearly doubled within the past 5 years.

The two samples you sent in with your letter under reply are returned herewith.—I have, etc.,

NOEL WILKINSON,
Asst. Secretary.

APPENDIX V.

CROP FORECASTS OF BARLEY.

No. 3413-3424-89.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY

(Commerce and Trade.)

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to address you on a proposal which has been made to the Government of India that the system of preparing and publishing crop forecasts may be extended to the barley crop of

India. It has been pointed out that exports of barley have, in recent years, assumed considerable dimensions, and that, in view of the fact that Indian barley has now been found satisfactory for malting purposes in Europe, the export trade in that article may quite possibly become permanent.

2. The Government of India consider that there is much to be said for the proposal. At the same time, it is to be observed that the expansion of export of barley is of comparatively recent development, and may be due to purely temporary causes. The preparation of crop forecasts throws an appreciable amount of work upon local officers, and the Government of India hesitate to add to this portion of their duties, unless and until it is clearly proved that the requirements of the Indian trade render the additional information necessary.

3. I am, therefore, desired to enquire whether, in the opinion of your Chamber, the preparation and publication of barley forecasts would be likely to meet a definite want, and to request that your reply may be submitted through the Local Government.

H. A. F. LINDSAY,
Under-Secretary to the Government of India.

No. 425 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1913.

The UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
(COMMERCE AND TRADE.)
Simla.

SIR,—In reply to your letter No. 3413—3424-89, dated 30th ult., regarding a proposal to extend the system of publishing crop forecasts so as to include the barley crop of India, I am desired to state that my Committee have consulted the members of this Chamber who are interested in the matter and the opinions expressed point to the fact that they are unanimously in favour of the extension suggested.

2. As the trade in barley is likely to continue and expand, my Committee submit that reliable forecasts of this particular crop will be of great value to the trade generally and to exporters in particular.—I have, etc.,

C. H. ARMSTRONG,
Chairman,
R. E. GREGOR-PEARSE,
Secretary.

No. 426 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1913.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to forward herewith for transmission to Simla my Committee's reply to a letter which has been received from the Commerce and Industry Department of the Government of India in connection with a proposal that has been put forward to extend the system of publishing crop forecasts so as to include the barley crop of this Country.

A copy of the reply is also attached hereto for your information.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX W-1.

ADULTERATION OF TURPENTINE.

No. 4427 of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 9th May 1913.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a letter No. 2549-2551-1, dated 4th April 1913, and of its accompaniment, on the subject of

fixing the permissible amount of adulteration in reduced turpentine with a view to safe-guarding the interests of the purchasers and checking the importation of an entirely debased form of turpentine and to request you to favour Government with the opinion of the Chamber in the matter.—I have, etc.,

C. W. A. TURNER,
Under-Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

MERCHANDISE MARKS ACT.

No. 2549—2551-1, dated 4th April 1913.

To—The Chief Secretary to the Government of Bombay,
Revenue Department.

SIR,—I am directed to forward the accompanying copy of a letter No. 84, dated the 8th January 1913, from the Government of Madras, in which the Local Government suggest that, in order to safeguard the interests of purchasers and check the importation of an entirely debased form of turpentine, the permissible amount of adulteration in reduced turpentines should be fixed at 50 per cent.

2. I am to say that a somewhat similar proposal was made by the Government of Madras in 1897, when they represented that the terms "reduced," "mixed," etc., did not convey to the mind of the purchaser the fact that the articles bearing such descriptions were adulterated; that the existing orders practically nullified the intention of the legislature; and that, unless ignorant consumers and tradesmen in the country were afforded the protection contemplated by the Merchandise Marks Act, they would be hopelessly at the mercy of foreign manufacturers and the market would be flooded with adulterated goods. The Government of India held, however, that the mixture of pure with inferior substances was a common trade practice not confined to paints and oils and that it was not expedient to enforce by law the marking of such articles as adulterated. They were also of opinion that, when packages containing articles which had been mixed with other substances were marked "reduced" or "mixed", it was obvious that those

articles were not sold as pure, and that the importers of such articles could not be accused of fraud when they were merely meeting the demand of the consumer who too often preferred an impure but cheap to a pure but expensive article.

3. The Government of India are inclined to adhere to the view taken by them in 1897. They are aware that the practice of adulterating turpentine has grown considerably during recent years, but they do not think that regular users of the article, such as painters, are ignorant of the practice or are deceived by it ; for it is not too much to assume that they know what materials are best suited to their requirements and that they understand in a general way what is meant by " 90 per cent. reduced." Moreover, even if the importation of greatly reduced turpentines were stopped, the retail buyer would not necessarily be safeguarded inasmuch as the middleman, purchasing pure turpentine from wholesale importers, could adulterate it with petroleum or other substances before distribution.

4. In the circumstances, the Government of India do not consider that any change in the existing rules under the Merchandise Marks Act regarding the marking of turpentine is necessary, but before coming to a definite decision on the point they would be glad to have the views of the commercial public and Local Governments in other provinces on the proposal made by the Government of Madras. I am accordingly to request that with the permission of His Excellency the Governor in Council the local Chambers of Commerce may be consulted on the proposal and that their replies may be forwarded to the Government of India together with the views of the Local Government thereon.—I have, etc.,

H. A. F. LINDSAY,
Under-Secretary to the Government of India.

Copy of a letter No. 84, Fort St. George, dated 8th January 1913, from T. E. MOIR, Esq., I.C.S., Deputy Secretary to the Government of Madras, Revenue Department, to the Secretary to the Government of India, Department of Commerce and Industry.

I am directed to address you on the subject of the import into India of what are called cheap or reduced turpentines.

2. Turpentine proper is mainly used for the purpose of thinning paints and varnishes, and its advantage over petroleum and similar solvents lies in its volatility, which causes paints and varnishes to dry quickly. Poor class turpentines keep paint and varnish wet for an unduly long time, which naturally renders the results unsatisfactory.

3. For some time past, an extremely debased form of turpentine adulterated to the extent of 90 per cent. and marked in the cases as "90 per cent. reduced turpentine," has been offered for sale as turpentine in the local market. The smaller bazaar purchaser, even if the description comes to his notice, understands but vaguely what it actually implies and such turpentine is simply a most inferior article sold to defraud ignorant consumers. Such a state of things is at present rendered possible by the provisions of paragraphs 49 and 50 of the Merchandise Marks Manual.

4. The Chemical Examiner, Madras, is of the opinion that turpentines reduced 90 per cent. do not deserve the name at all and that the permissible amount of adulteration in reduced turpentines should be fixed at 50 per cent. The Collector of Customs, Madras, and the Board of Revenue are of the same opinion, and I am to request that the limit suggested by the Chemical Examiner may be fixed, so as to safeguard the interests of the purchasers and check the importation of such debased productions by unscrupulous dealers.

No. 459 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 30th May 1913.

The UNDER-SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 4427, dated 9th May 1913, and its enclosure.

2. In reply I beg to inform you that my Committee fully endorse the attitude taken up by the Government of India with regard to the permissible amount of adulteration in reduced turpentines, namely, that no change in the existing rules under the Merchandise Marks Act regarding the marking of turpentine is necessary.

3. On the one hand pure turpentine can readily be obtained, while, on the other, adulterations are often more suitable than pure turpentine for special purposes, such as the thinning of paints and varnishes.

4. Moreover the percentage of the adulteration in these reduced turpentines is clearly marked on the drums and tins in which they are imported. This obviates the possibility of fraud, which alone would render the importation of reduced turpentine pernicious.

5. This being so, my Committee are opposed to any alteration in the existing rules under the Merchandise Marks Act.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

NOEL WILKINSON,
Asst. Secretary.

APPENDIX W-2.

IMPROVED METHOD IN THE PREPARATION OF HEMP.

No. 3639—3650-90.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(COMMERCE AND TRADE).

SIMLA, 8th May 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of your Chamber, a copy of the correspondence noted in the margin on the subject of the introduction of improved methods for the preparation of hemp in India.

1. From the Chairman, London Hemp Association, dated the 22nd January 1913 and enclosure.
2. To the Chairman, London Hemp Association, No. 670—59-2, dated the 30th April 1913 and enclosure.
3. Endorsement to Local Governments, No. 20—59-2, dated the 30th April 1913.

2. The views of the Government of India on the proposals of the London Hemp Association are given in the second and third paragraphs of Mr. Kerr's letter of the 30th April 1913. In their opinion there would appear to be little chance of success in further action on their own part. I am to say, however, that if your Chamber have any suggestions to make on the subject they should be submitted through the Local Government for the consideration of the Government of India.—I have, etc.,

H. A. F. LINDSAY,

Under-Secretary to the Government of India.

Copy of a letter from the Chairman, London Hemp Association, 24, Mark Lane, London, E. C., to the Secretary of the Department of Revenue and Agriculture, Government of India, Delhi, dated the 22nd January 1913.

I am requested by the Committee of the London Hemp Association to respectfully submit the following remarks for your consideration :—

2. The cultivation of Hemp (Crotellaria Juncea) for export is increasing in India, and the article, which first was crudely packed in Bombay and Calcutta with little regard to the requirements of consumers and to its various qualities, is now, owing to improved packing, becoming introduced as a standard article of commerce, and taking the place, to some extent, of the better known and really more valuable Russian Hemp (Cannabis Sativa).

3. In some districts, notably in the Godavery district and in Jubbulpore and Deogad, considerable skill and care are shown in the preparation of Hemp, with the result that they are readily saleable at the highest prices obtainable for this article.

4. On the other hand there are certain districts, such as Indore, Godhra, Pilabhet and Chandausi, whence the fibre is exported so full of sand and dust as to entail the introduction of expensive Dust Preventers before the factory inspectors in England will permit the article being used in our spinning mills. Obviously also money is wasted through the carriage and freight incurred on the dust and sand.

5. The object in writing you is to call your attention to this undesirable preparation with a view to your urging producers to take steps to improve the cleaning.

6. I append a memorandum, which I respectfully suggest your laying before the Agricultural Departments of the different provinces, and trust you may kindly see your way to bringing the suggestions to the notice of the officers charged with the control of agriculture in the various provinces of India.

LONDON HEMP ASSOCIATION,

24, MARK LANE, LONDON, E. C., 22nd January 1913.

Proposed Memorandum to be laid before the Agricultural Departments of the different Provinces of India.

I am requested by the Committee of the London Hemp Association to respectfully point out that by improving the methods of the preparation of Hemp (*Crotellaria juncea* or Sunn) a considerably larger field of consumption would thereby be created, and better prices would be paid by consumers. Certain provinces in India turn out the article as well as it is reasonably possible to do, but in other districts, especially in Indore, Chandausi, Godhra and Pilabhet, it is the practice to ret the Hemp in mud or in muddy water with the result that the colour of the fibre becomes dark, and a considerable amount of dust adheres to it, which comes out in clouds in the spinning of the hemp, and is not only detrimental to the health of the workers, but seriously reduces the value of the fibre through the heavy percentage of waste, which generally amounts to over thirty per cent.

The principal desiderata in Hemp are—

Firstly, to have strength.

Secondly, to be thoroughly freed from stick, dirt and dust.

Thirdly, to be as light in colour as possible.

It is possible to improve almost all the hemps of India in one or other of these respects, and, in our opinion, it could be accomplished if instructions were issued to the Departments of Agriculture in the different provinces, so that it could be circulated amongst the ryots who are cultivating this article.

Another fault we would call attention to is the practice of twisting the heads of Hemp into plaits instead of packing it straight or with one fold.

No. 670—59—2, dated Simla, the 30th April 1913.

From J. H. Kerr, Esquire, C.I.E., I.C.S.,
Secretary to the Government of India,
Department of Revenue and Agriculture.

To The Chairman,
London Hemp Association, 24, Mark Lane, London, E. C.

I am directed to refer to your letter, dated the 22nd January 1913, in which you offer certain remarks with reference to the preparation for export of the hemp produced in this country and forward a copy of a memorandum on the subject which you suggest should be brought to the notice of the officers of the Agricultural Departments in the various provinces of India.

2. In reply, I am to thank you for your letter and to say that a similar complaint was recently received from Mr. A. Wiggleworth of Messrs. Wiggleworth & Co., of London, in consequence of which the attention of the Directors of Agriculture concerned was drawn to the question. I am also to forward a copy of a letter from the Deputy Director of Agriculture, Northern Circle, Jubbulpore, to the Director of Agriculture, Central Provinces, written in connection with the complaint referred to above, which explains some of the causes which are responsible for the inferior quality of the hemp exported from parts of India. The Government of India concur in the views expressed in that letter that the remedy for the unsatisfactory quality of much of the hemp exported rests to a great extent with the buyers. If a higher price were paid for clean hemp, and if hemp which contained impurities in appreciable quantities were refused, the evil complained of would probably disappear in due course. More care on the part of the cultivator can only be secured by removing the cause of his present indifference.

3. The memorandum accompanying your letter will, as you suggest, be circulated to the Provincial Directors of Agriculture, and their attention will be drawn to the importance of improving the

facilities for obtaining clear water for the purpose of retting the hemp and also to the objections to the practice of plaiting which are referred to in the concluding para. of the memorandum. The Chambers of Commerce in this country are also being consulted as to whether they advocate the adoption of any further measures with a view to the improvement of the quality of hemp exported.

Copy of a letter No. 110, dated the 14th August 1912, from the Deputy Director of Agriculture, Northern Circle, Jubbalpur, to the Director of Agriculture, Central Provinces.

With reference to your endorsement No. 2208, dated the 7th instant, I have the honour to state that I agree with you that the remedy lies with the buyers.

2. Last January, while on tour in Seoni district, I happened to be at Chhapara, a large centre of the Sann hemp trade. I visited the market where several baling presses were at work. A European then was buying Sann for a firm in Calcutta. He was selecting his Sann with great care rejecting all over retted, dirty and short samples and only baling first class stuff. His rejections were being purchased at a rather lower rate by the Indian merchant at the next press and went into the middle of his bales, good quality Sann being placed on the outside of the bales. He was fulfilling a contract for Sann with another firm at the same rates as the European agent.

3. As long as the local merchants continue to deceive the big shipping firms in this way there is little chance of improving the quality of Sann as the big firms cannot be sure of getting first class stuff when they were promised it and will only give the price of inferior Sann. This reacts on the local markets and the cultivator finds, he can get nearly as good a price for his dirty Sann as for his clean Sann.

4. The difficulty about getting clean water to ret Sann is another question in the Satpuras but is a minor point compared with the corrupt state of the markets and until the latter is reformed, there is not much chance of improvement.

5. I have been on the look out for a machine to extract fibre from green Sann direct but have not yet heard or seen of one that holds any prospect of success.

No. 29—5—2.

Copy of correspondence forwarded to Madras, Bombay, Bengal, United Provinces, Punjab, Burma, Behar & Orissa, Central Provinces and Assam with the request that if the Governor in Council has no objection / the Lieutenant Governor has no objection / you have no objecton the memorandum accompanying the letter from the Chairman of the London Hemp Association may be circulated to Provincial Directors of Agriculture and their attention may be drawn to the importance of improving the facilities for obtaining clear water for retting hemp and also to the objections to the practice of plaiting which are referred to in the concluding para. of the Memorandum.

By order,

J. D. SHAPCOTT,

for Under Secretary.

No. 483 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 6th June 1913.

The UNDER-SECRETARY TO THE GOVERNMENT of INDIA,
COMMERCE AND INDUSTRY DEPARTMENT,
Simla.

SIR,—I have the honour to acknowledge with many thanks the receipt of your letter No. 3639-3650-90, dated 8th ultimo, and its enclosures, on the subject of the introduction of improved methods for the preparation of hemp in India.

2. I am desired to state in reply that the correspondence was circulated to members of this Chamber interested in the article referred to, for an expression of their views on the various points raised, and the consensus of opinion is to the effect that Government have done all that can be expected in the matter and that if any improvement is to be effected, it must be brought about by pressure from the buyers.

3. My Committee regret they have no suggestions to put forward; they feel that the responsibility rests with the home buyer and that if higher prices were paid for clean hemps, while those

containing impurities in appreciable quantities were refused, the evil complained of would very likely cease to exist.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 484 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 6th June 1913.

The SECRETARY to GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I have the honour to forward herewith, for transmission to Simla, my Committee's reply to a letter from the Department of Commerce and Industry regarding the introduction of improved methods for the preparation of hemp in India.

A spare copy of the reply is also attached hereto for your information.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX **W-3**.

ADULTERATION OF LEATHER.

No 5921 of 1913.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 25th June 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of the letter from the Government of India, No. 4270-4283-8, dated 30th May 1913, and its

enclosures, regarding a proposal to issue regulations with a view to discouraging the production in India of leather adulterated with barium sulphate or barium compounds and for preventing its exportation from India and to request that Government may be favoured with the opinion of your Chamber in the matter.—I have, etc.,

C. W. A. TURNER,
Under-Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY

(Industries.)

No. 4270—4283-8, dated 30th May 1913.

To—The Chief Secretary to the Government of Bombay,

Revenue Department.

SIR,—I am directed to forward the accompanying copy of a despatch from His Majesty's Secretary of State for India, No 32-Revenue, dated the 21st March 1913, and of its enclosures, on the subject of a proposal to issue regulations with a view to discouraging the production in India of leather adulterated with barium sulphate or barium compounds and for preventing its exportation from India.

2. I am to request that, with the permission of His Excellency the Governor in Council, the local Chambers of Commerce may be consulted in the matter and their opinion communicated to the Government of India, together with the views of the local Government.—I have, etc.,

H. A. F. LINDSAY,
Under-Secretary to the Government of India.

INDIA OFFICE, LONDON.

No. 32-Revenue, dated 21st March 1913.

To His Excellency the Right Honourable
the Governor General of India in Council.

MY LORD,—I forward herewith, for the consideration of Your Excellency's Government, a copy of a letter from the London

Chamber of Commerce which suggests that regulations should be made for discouraging the production of adulterated leather in India and for preventing its exportation from India.

2. I request that I may be informed in due course what action, if any, your Government decide to take on this suggestion,—I have etc.,

CREWE.

ENCLOSURE.

LONDON CHAMBER OF COMMERCE TO INDIA OFFICE.

Leather Trade Section.

Dated 4th March 1913.

To—The Secretary of State for India.

MY LORD,—At a recent meeting of the Leather Trade Section of this Chamber attention was directed to the amended Commerce Regulations issued by the Commonwealth of Australia, a copy of which I enclose, which prohibit the importation into the Commonwealth of leather or the manufactures thereof, containing any proportion of barium sulphate or barium compounds when used for human wear.

It is alleged that these adulterants are used solely for weighing purposes, their effect being to retain the moisture in the leather, rendering it very injurious when used for human wear. Moreover, the presence of such compounds damages the fibre and reduces its wearing qualities.

In view of export difficulties arising in consequence of this adulteration, it was suggested that manufacturers should endeavour to obtain a guarantee when purchasing from tanners.

Although there would be no difficulty in obtaining such a guarantee with leather manufactured or treated by English tanners, in the case of leather imported from the United States, Canada, and also India, some difficulty may be experienced in obtaining the requisite guarantee.

The Leather Section of the Chamber strongly condemns the practice of adulterating leather, and is of opinion that it should be prevented by all possible means.

Although the practice of adulterating leather by no means exists generally in India, it is certainly carried on in Madras and on the East Coast, and in view of the fact that a considerable proportion of the boots and shoes made here are manufactured from leather produced in India, I am desired by the Leather Trade Section of this Chamber, with the support of the East India Section, to submit the facts for your consideration, and to express the hope that His Majesty's Government may see its way to communicate with the Government of India, calling attention to the matter and suggesting such regulations as may discourage the production and prevent the exportation from that country of adulterated leather.—I am, etc.,

CHARLES E. MUSGRAVE,
Secretary.

ANNEX.

Proclamation.

Whereas by the Customs Act, 1901—1910, it is enacted amongst other things that the Governor General may by Proclamation prohibit the importation of any goods, the importation of which would, in his opinion, be harmful to the Commonwealth :

And whereas in the opinion of the Governor General the importation of all leather, or manufactures thereof, when for human wear, containing any proportion of barium sulphate or other barium compounds, would be harmful to the Commonwealth :

Now, therefore, I, Thomas, Baron Denman, the Governor General aforesaid, acting with the advice of the Federal Executive Council, do hereby prohibit, on and after the 1st day of October 1912, the importation into the Commonwealth of all leather, or manufactures thereof, when for human wear, containing any proportion of barium sulphate or other barium compounds.

Given under my hand and the Seal of the Commonwealth this 23rd day of May, in the year of our Lord one thousand nine hundred and twelve, and in the year of His Majesty's reign.

By His Excellency's Command.

FRANK G. TUDOR,
Minister of State for Foreign Affairs.

No. 687 of 1913.

CHAMBER OF COMMERCE.

BOMBAY, 31st July 1913.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 5921, dated 25th ultimo, forwarding a copy of a letter from the Government of India, No. 4270-4283-8, dated 30th May 1913, and its enclosures, regarding a proposal to issue regulations with a view to discouraging the production, in India, of leather adulterated with barium sulphate or barium compounds and for preventing its exportation from India.

2. In reply thereto, I am to state that my Committee regret they are unable to offer a definite opinion in this matter, but, on the information contained in the papers submitted it appears to them advisable that the production and exportation of leather so adulterated should be discouraged.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX X.

BRITISH EMPIRE TRADE MARK.

BRITISH EMPIRE LEAGUE,
NORFOLK HOUSE, LAURENCE POUNTNEY HILL,
LONDON, E. C, 15th March 1912.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I send you herewith papers giving particulars of the movement to establish a Trade Mark to denote goods manufactured or produced within the British Empire.

Considerable progress has been made and you will no doubt be interested to learn that the four High Commissioners of His Majesty's Oversea Dominions have consented to serve on the Provisional Council which is being formed. These are, as you know, Lord Strathcona, High Commissioner for Canada; The Right Hon. Sir George Houston Reid, High Commissioner for Australia; The Hon. Sir Richard Solomon, High Commissioner for South Africa, and The Hon. Sir William Hall-Jones, High Commissioner for New Zealand.

The number of Chambers of Commerce, who have passed Resolutions in support of the scheme and who have nominated Representatives, now reaches sixty, the names of which will be seen on the enclosed draft Prospectus.

I have been requested to invite your Council to support the movement by allowing the name of your Chamber to be represented on the Provisional Council. I enclose a copy of the Preliminary List to date, and would point out that representation on the Council would not commit your Chamber, or your Representative, to any financial liability.—I am, etc.,

C. FREEMAN MURRAY,
Secretary.

British Empire Trade Mark.

Extract from the ANNUAL REPORT of the Council submitted to the Thirteenth Annual General Meeting of the British Empire League, *held at the Mansion House on 7th December 1910, with the Right Hon. the Lord Mayor in the chair.*

During the past year much attention has been given to the proposal that a British Empire Trade Mark should be established under the Trade Marks Act (1905) to denote goods of British origin.

At a meeting of the Executive Committee held on 20th April, 1910, with Lord Avebury in the chair, the following resolution was passed:—

That the Council of the British Empire League be recommended to accept the invitation contained in the resolution passed unanimously by the directors of the Glasgow

Chamber of Commerce that the LEAGUE should carry out the scheme for the establishment of a British Empire Trade Mark, and that the Secretary be hereby authorised to take immediate steps to register such a Trade Mark.

At a meeting of the Council held at the Mansion House on 27th April 1910, with Lord Avebury in the chair, it was decided that it was desirable that the LEAGUE should establish a Mark, and the matter was referred to the Executive Committee.

At a meeting of the Executive Committee held on 4th May 1910 with Lord Avebury in the chair, the Secretary was instructed to communicate with the Chambers of Commerce in the United Kingdom, inviting their co-operation.

At a meeting of the Executive Committee held on 29th July 1910, with Sir Walter Hely-Hutchinson in the chair, it was decided to hold a joint meeting of the Executive Committee of the League and a Special Committee which had been appointed for the purpose by the Council of the London Chamber of Commerce to make the necessary arrangements for holding a Conference on the establishment of a British Empire Trade Mark.

The joint meeting was held on 9th August 1910, with Sir Walter Hely-Hutchinson in the chair, when it was decided to invite the members of the Council of the Associated Chambers of Commerce and the members of the Special Committee of the London Chamber of Commerce to attend the Conference, and to ask the other Chambers of Commerce each to appoint not more than three representatives, and a sub-committee was appointed to draw up the programme of the Conference.

The Conference in question took place at the Cannon Street Hotel on 26th October 1910, with Lord Avebury in the chair. After speeches from Lord Avebury, the Hon. Sir John McCall (Agent General for Tasmania), Mr. J. E. Evans-Jackson (Chairman of the Patents and Trade Marks' Section of the London Chamber of Commerce), Colonel Hughes (Cutlers' Company, Sheffield), Mr. J. A. Hobson (President of the Sheffield Chamber of Commerce), Mr. William Hanning (Vice-President of the British Chamber of Commerce in Paris), Mr. G. H. Wright (Birmingham Chamber of

Commerce), and Mr. Fred Ceysh (London Chamber of Commerce), the following resolutions were adopted :—

1. That in the interests of the trade of the British Empire, it is desirable that a Trade Mark, to be known as the British Empire Trade Mark, be established under proper control for the purpose of distinguishing products of the various parts of the British Empire.

2. That the British Empire Trade Mark should be controlled by a Council, to be formed under the auspices of the BRITISH EMPIRE LEAGUE, in association with the official representatives of His Majesty's Dominions beyond the Seas, the London Chamber of Commerce, the Associated Chambers of Commerce, the Glasgow Chamber of Commerce and such other Chambers of Commerce as may be determined.

3. That a Council be and is hereby appointed for the purpose of preparing a constitution together with rules and regulations for its guidance; and further, to establish a guarantee fund of such amount as may be deemed by them to be necessary, the following gentlemen to be members of the Council with power to add to their number. The official representatives in London of His Majesty's Dominions beyond the Seas, the Presidents of Chambers of Commerce participating, Lord Avebury, Lord Blyth, Sir John Cockburn Mr. W. Herbert Daw, Mr. J. E. Evans Jackson (Chairman of the Patents and Trade Marks' Section of the London Chamber of Commerce), Mr. William Hanning (Vice-President, British Chamber of Commerce in Paris), Sir Walter Hely-Hutchinson, Mr. Thomas A. Hill (Nottingham Chamber of Commerce), Dr. W. Culver James, Mr. Fletcher Moulton (Barrister-at-Law), Sir Albert Rollit (London Chamber of Commerce), and Lord Rotherham.

In accordance with the instructions contained in the resolution passed by the Executive Committee on 20th April 1910, the Secretary applied on that date for a Trade Mark (under Section No. 62, Trade Marks Act, 1905) to denote the British origin of goods in all the classes No. 1 to No. 50 inclusive.

Extract from the ANNUAL REPORT of the Council submitted to the Fourteenth Annual General Meeting of the BRITISH EMPIRE LEAGUE, *held at the Mansion House on 5th December* 1911, *with the Right Hon. the Lord Mayor in the chair.*

At a largely attended and influential meeting of manufacturers and merchants, convened by the League and held in the Guildhall on 15th March 1911, with Lord Avebury in the chair, when over one thousand were present, the following resolutions were unanimously carried :—

(*a*) "That in the opinion of this meeting it is desirable in the interest of the trade of the British Empire that there should be a trade mark indicating that the goods to which it is applied are goods manufactured or produced in some part of the British Empire."

(*b*) "That it is essential that the control of such mark should be in the hands of responsible persons, and that permission should be sought from the Board of Trade to register an Association under the Companies Consolidation Act, under the name of the British Empire Trade Mark Association, for the purpose of seeking registration of such mark and acting as a certifying Association in respect of the same under the provisions of Section 62 of the Trade Marks Act, 1905."

(*c*) "That it is desirable that the Council of such Association should contain representatives from Chambers of Commerce, the official representatives of His Majesty's Dominions beyond the Seas, and representatives from the British Empire League and other bodies having similar objects."

(*d*) "That for the purpose of establishing the Association and for the payment of preliminary expenses, a guarantee fund be authorised and that Mr. C. Freeman Murray be hereby appointed Hon. Secretary for the purpose of carrying out this and the foregoing resolutions."

British Empire Trade Mark.

Speech delivered by the Right Hon. Sir George Houston Reid, K. C., G. C. M. G., (High Commissioner for the Commonwealth of Australia), at a dinner of the Imperial Industries Club, on 18th January 1911.

The Right Hon. Sir George Houston Reid, K. C., G. C. M. G. (who, on rising, was received with applause): Mr. President, Right

Hon. Sir and Gentlemen,—I have been enjoying during the course of this discussion rather a novel experience. I have been listening to the discussion of matters of law while on the high seat which I am occupying beside the distinguished judge who sits here. I have had a great many fights from a lower position in courts of justice, but I was never able to assist in the elucidation of legal problems under such distinguished auspices.

I do not think the Lord Justice could have done better than he did if he intended to throw out a number of puzzling difficulties. (Hear, hear,) I think his speech was admirably provocative of not one dinner, but one hundred dinners. (Laughter.) I enjoy coming to your dinners. They are always good and they are always Imperial in tone. I have been rather surprised this evening to hear in connection with the Empire Trade Mark nothing which suggests that there is any other Country in the Empire, but Great Britain. (Laughter.) May I remind you my friends, who belong to those illustrious firms who have done so much credit to British industry and enterprise all over the face of the globe, that it is an Empire Trade Mark we are talking about. (Hear, hear.) And when that gentleman representing the great firm of Bryant & May spoke, he might have remembered that we have a Bryant & May, a very worthy manufacturing firm, in Australia. (Hear, hear.)

It seems to me that if this Empire Trade Mark is to be in any sense a substitute for the trade marks of well-known firms the thing is utterly ridiculous. (A voice: It is not supposed to be anything of the sort.) I am sure it is not. I was going to say that I felt sure of that. When I am interrupted like this I feel as if I was back in politics again. (Laughter.) I was just going to say what has been said, that I feel sure that there is no idea of obliterating, in any sense the Trade Mark of any firm. (Hear, hear.) It would be the most monstrous proposition in the world. (Hear, hear.) Just see how it would work in, say Sheffield. Under an Imperial Trade Mark the finest cutlery in Sheffield would stand only on the same basis as the cutlery of some manufacturer who had just started without any reputation and without any merit attaching to his manufactures. (Hear, hear.) That destructive argument could be applied in every part of the Empire. There must be left to individual manufacturers the opportunity of showing, even against their own

competitors in their own town, as well as throughout the whole Empire, the superior excellence of their make. If you destroy the opportunity of showing the individual excellence of individual manufacturers, instead of carrying out a great reform you would throw the genius of British industry back into a melting pot of barbarism. (Hear, hear.)

My idea is that this proposition is one that could be carried out without serious difficulty. (Hear, hear.) Leave to the individual manufacturers in the Empire the right to keep their individual trade marks, and add an Empire Trade Mark which is quite independent of the individual trade mark, and only alleges one simple thing, namely, that the article—good, bad, or indifferent—is made within the British Empire. (Applause.)

That object is a good object. It could be easy, I suggest (if anything could be easy in the company I am keeping at present), to have some Imperial Mark which would say only one thing, not that it is a good article or a bad article, not that it is better than one man's make or another man's make, but that it is the product of the industry of the British Empire. (Hear, hear.) It would have the effect of a "Made in the Empire" mark. That expression which was put into that Act which was to protect you against the German's "Made in Germany" was a very good help to German manufacturers. The ordinary purchaser thought that it meant a compliment; that it meant something really good made in Germany. If you had put in your Act that they should stamp these German goods "Not British," it would have made all the difference in the world. (Applause and Laughter.) Now we want to set against that "Made in Germany," which we created ourselves, "Made in the British Empire." (Hear, hear.) There is no reason, I think, why that reform should not be carried out. It would leave the existing law of trade marks as affecting individual manufacturers severely alone. It should be made an offence in every part of the British Empire to endeavour to put off under that Imperial Trade Mark a thing which was not made in the British Empire, because that would be a fraudulent statement made with intent to deceive. (Hear, hear.)

Now if I may venture to give myself the distinction of agreeing with the Lord Justice, I quite agree with him that in the ordinary Merchandise Marks Act there have been no end of difficulties arising

from making crimes out of things which might have been perfectly honest, but there could be no honesty that I can see in palming off a foreign made article under a brand which is to denote the fact that an article is made within the boundaries of the British Empire. Such an act might fairly be called an offence.

I do not wish to add anything further to the discussion except this that I think this is a splendid idea which ought to be given effect to right through the Empire. (Applause.) We talk about the Empire such an awful lot, especially after dinner—(laughter)—but there are a number of things we can do, of real value, which give an opportunity for people who wish in small things in their daily life, in their daily purchases, to help on the development and strength of the Empire.

Things like these give people a chance, when they are well inclined of doing so. Did you notice in, I think, one of the morning papers, in reference to this projected "All British Shopping Week," a significant statement by one of the great shopkeepers in the West End: "We cannot do it because our customers will have things that are made abroad." (Shame.) That strikes at the root of the evil. We must try to put into the minds and hearts of the purchasers at the shop counters of the Empire some sort of patriotic impulse which will lead them to give a helping hand in their purchases to the manufacturers of their own country. (Applause.)

I think one of the greatest services which the Royal ladies of England have been conferring upon our country is the splendid way in which they are setting the fashion of giving the genius and industry and taste and skill of British people a chance when preparing for great national celebrations. (Loud applause.) What we want is that patriotic feeling which inspires Queen Alexandra and her present Majesty should be imitated by the ladies right through the length and breadth of the Empire. (Hear, hear.)

I do not wish for a moment to suggest that it is not to be within the reach of everyone to exercise their own freedom. When people are poor, when they have to look every shilling in the face in supporting their wives and children, you cannot call upon them to give more for a thing than they can buy it for. (Hear, hear.) It would be cruelty to expect them to. (Hear, hear.)

But think of the enormous number of wealthy people in the Empire, above the line of poverty, to whom a shilling or a pound is not a matter of vital consequence. Those are the people who ought to stretch points for the sake their country, because they can afford to do it.

There is a great deal in the proposition before this influential gathering. It is one which is well worthy of support—well worthy of adoption. I have the greatest pleasure in being here. I hope to see the proposal carried out. I think it would be a great encouragement to us all if we were assured by the distinguished Lord Justice in his reply that his great influence and knowledge will be devoted to this great work. (Loud applause.)

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 19th March 1913.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—This Chamber has recently been approached by the Honorary Secretary, British Empire Trade Mark Association, with a request that the Chamber's views in support of the establishment of the British Empire Trade Mark, may be placed before the Royal Commission appointed to enquire into and report upon the resources of the British Overseas Dominions.

As far as can be ascertained, I believe, it is not contemplated that India shall be visited by this Royal Commission, and there will, therefore, be no opportunity afforded to Indian Chambers of Commerce to lay their views on this, or on any other question, before the Commission.

It is however felt by at least some of the members of this Chamber that an Empire Trade Mark will not be an unmixed blessing for Indian manufacturers.

The apprehension does not lie in the direction of the importation of foreign goods, but in the manufacture of spurious or inferior bazar made articles in India itself.

In the case of such manufactures one danger is felt to lie in the fraudulent adoption of the trade mark without license, and another

in the licensed use of the Trade Mark by manufacturers who would use it solely as a *cachet* to their inferior wares which the ignorance and credulity of India's millions would accept as a mark not solely of origin as it is intended to be, but of excellence.

This Chamber has given its support provisionally to the movement but before finally committing itself for or against it my Committee would be glad to know whether the apprehensions that have been expressed are shared by other Indian Chambers, and I am accordingly directed to ask your Committee to favour me with their views.—Yours faithfully,

J. G. RYAN,
Secretary.

No. 291 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 3rd April 1913.

The SECRETARY, UPPER-INDIA CHAMBER of COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your letter dated 19th ultimo, regarding the establishment of a British Empire Trade Mark to denote goods of British origin.

I am to state in reply that the British Empire League invited this Chamber to support the movement to the extent of being represented on the Provisional Council; but as my Committee were of opinion that a British Empire Trade Mark would be a mistake, the papers were merely recorded.

From the correspondence which has appeared in the Home Press and in the Manchester Chamber of Commerce monthly journal, it is evident that the scheme has met with a deal of opposition in commercial circles which the promoters have not, apparently, been able to break down.

My Committee share the apprehensions of the members of your Chamber in this connection and are not at all in favour of the proposal; and a reply to this effect is being sent to the British Empire League.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

No. 295 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 4th April 1913.

THE SECRETARY, BRITISH EMPIRE LEAGUE,
NORFOLK HOUSE, LAURENCE POUNTNEY HILL,
London E. C.

DEAR SIR,—With reference to your letter, dated 15th March 1912, forwarding papers in connection with the movement to establish a Trade Mark to denote goods manufactured or produced within the British Empire, I am directed to inform you that my Committee, having given the matter their careful consideration, dissent from the views expressed in the papers which you were good enough to submit for their perusal. They regret, therefore, they are unable to support the proposals of your League.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

APPENDIX Y.

PUBLIC HOLIDAYS.

No. 442 of 1913.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 1st February 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 33, dated 13th January 1913, I am directed to inform you that Government do not see any sufficient reason for a further modification of the list of public holidays under the Negotiable Instruments Act which was first published and which has already been modified in accordance with the suggestion of the Chamber of Commerce, Bombay.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

No. 857 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 6th October 1913.

The SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I have the honour to represent that the attention of my Committee has been drawn to the fact that the Hindu Festival "Gokal Ashtami" does not appear in the list of holidays gazetted under the Negotiable Instruments Act, for this year, and further, that the omission is due to a difference of opinion which exists between the Vaishnaiva and Shaivaite sections of the Hindu Community, as to the actual day which should be set apart for the celebration of the birthday of Krishna, who was born at midnight.

2. It was considered advisable therefore to obtain the views of the special Holiday Committee which was appointed by Government last year to advise on the festivals to be observed as public holidays in future, and a circular was accordingly sent round inviting opinions. From these it appears that the members of this Committee are unanimously in favour of the second day, called "Gokal Ashtami", which is the Vaishnaiva Hindu holiday. It is understood that the High Court also observes the second day.

3. Bearing in mind the instructions of Government in a letter from your Department No. 747 of 1912 dated 4th March 1912, to the effect that since holidays are notified under the Negotiable Instruments Act, they should be chosen principally with regard to the Banking and Mercantile interests, the Committee of the Chamber venture to submit that for the future the convenience of the Vaishnaiva Hindus, who are wholly engaged in commerce, should be considered when fixing the actual day for the observance of this holiday.

4. I am also to suggest that Government might be pleased to consider the desirability of allowing the old Holiday Committee to sit each year for the purpose of fixing the actual dates of the various holidays.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
Secretary.

No. 4287 of 1913.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 2nd November 1913.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—In reply to your letter No. 857, dated 6th October 1913, I am directed to inform you that Government have decided that in future the day to be notified as a public holiday under the Negotiable Instruments Act on account of Gokul Ashtami should be the day which is observed as a holiday by the Vaishnava Hindus.

2. With reference to paragraph 4 of your letter under reply suggesting the desirability of allowing the old Holiday Committee to sit each year for the purpose of fixing the dates of various holidays, I am directed to state that Government see no reason to modify the orders passed in paragraph 6 of Government Resolution No. 3778, dated 19th November 1912.—I have, etc.,

C. W. A. TURNER,
Under Secretary to Government.

APPENDIX Z.

INDIAN CONGRESS OF COMMERCE.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.
BOMBAY, 11th November 1913.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by the Committee of this Chamber to send to you herewith a copy of the draft of the constitution of the Congress of Commerce for your consideration.

You will be kind enough to let me know at an early date :—

(1) Whether your Committee approve of the proposal of a Commercial Congress.

(2) If so, their views on the accompanying draft.

(3) Whether your Committee will take part in it by sending representatives to a preliminary meeting of sympathisers of the movement to be held in the beginning of the next year in Bombay.—Yours faithfully,

J. K. MEHTA,

Secretary.

DRAFT OF THE PROPOSED INDIAN COMMERCIAL CONGRESS.

Objects.

The Indian Commercial Congress is founded for the purpose of promoting by all legitimate and constitutional methods the best interests of trade, commerce and manufactures of the country and all cognate matters connected therewith.

2. For the fulfilment of the objects aforesaid, the Congress shall hold its session from time to time as occasion may demand, but at least once every three years, at such place and at such date as may be determined, discuss all mercantile and industrial affairs, prepare and submit representations thereon to the Provincial Governments, or the Government of India, or the Secretary of State, or the British Parliament, or other authorities, for the removal and prevention of injurious commercial measures and the introduction of others which may be calculated to promote the general commercial and other cognate interests of the country, and otherwise to take such action as may be conducive to the accomplishment of the objects in view.

Constitution.

3. The Indian Commercial Congress shall consist of delegates elected by different commercial bodies in the country in the manner hereinafter prescribed.

4. The delegates in the Congress assembled shall from among themselves elect a Committee of Management to consist of

delegates from Bombay,
delegates from Bengal,
delegates from Madras,

delegates from Karachi,
delegates from Rangoon,
delegates from Cawnpore,
delegates from Delhi,
delegates from Lahore,
delegates from Amritsar,
delegates from Nagpur,

and such other cities which may hereafter be resolved upon by the Congress.

5. The Committee of Management prescribed in clause 4 shall hold office from the date of their appointment to the date of the appointment of their successors and shall discharge the duty as prescribed in Clauses 15, 16, 17 and 18.

Honorary or General Secretary.

6. The delegates in Congress assembled shall also elect in the manner hereinafter prescribed an Honorary or General Secretary who, too, shall hold office from the date of the appointment of his successor and discharge his duty in the manner prescribed in Clauses 15, 16, 17 and 18.

Privileges of Delegates.

7. Delegates duly elected shall be entitled to be present at the session of the Congress to which they may be deputed by their respective electorates and to vote on all matters submitted to the Congress and at any meetings of the Sub-Committees to which the Congress sitting in session may elect them. Voting shall be by a show of hands unless the President in his absolute discretion deems it expedient, by reason of considerable want of unanimity, to have votes taken by each block of delegates from a Province. In that case for purposes of voting each block shall be deemed to have only one vote. The votes of the majority of the delegates assembled in a Provincial block shall be deemed to be the vote, whether yes or no, of that block.

8. The President of the Congress shall have in addition to his vote a second or casting vote in case of equality of votes both in the open Congress and in the meetings of the sub-committees which the Congress may appoint at which he shall invariably preside *ex officio*.

Officers.

9. The officers of the Congress shall be a President, a Vice-President and an Honorary or General Secretary. The Congress which holds the session shall announce the name of the President who should preside at the next succeeding Congress. His election shall be by means of a Special Committee of delegates which the Congress sitting in open session may appoint for the purpose. There shall be for the purpose of such a Special Committee no more than delegates from each Province to be named by the Congress. The Special Committee shall meet before the close of the session and recommend to the Congress the name of the person whom it may have unanimously voted or voted by a majority of its members.

The declaration in open Congress by the President of the name so recommended shall be considered as final and decisive and the person so selected shall be called the President-elect of the next Congress. The election of the Vice-President and also of the Honorary or General Secretary shall be made by the same Special Committee and the name of the person so selected as Vice-President and as Honorary or General Secretary shall be announced and declared in the same way as that of the President-elect by the President and be deemed final and decisive. In the event of the resignation or death of the President-elect prior to the date of the holding of the next Congress, the Vice-President elected also in the same manner shall preside. In the event of the resignation or death of the Vice-President before the date of the holding of the next Congress, it shall be the duty of the Committee of Management to elect some suitable person and announce the name through the Honorary or General Secretary to the various electorates.

Electorates.

10. For the purpose of the election of delegates there shall be formed electorates, in each of the following Presidencies and Provinces, namely, Bombay, Bengal, Madras, Behar and Orissa, United Provinces, Punjaub and Central Provinces, of recognised and well-known public bodies, such as Chambers of Commerce, Leagues, Associations and so forth, of standing, interested in Indian commerce and manufactures. Each of such bodies in each of the Provinces aforesaid shall be an electorate by itself or in combination with others

as may be expedient or convenient. These shall elect their respective delegates but no minor shall be eligible for the purpose of being elected a delegate.

10a. The Congress in open session shall name the electorates to be formed in each Province and fix the number of delegates each such electorate shall elect.

11. Each electorate shall see that the election of its delegates is properly completed, according to the rules to be prescribed, fully 30 days before the date on which the Congress is to be held, due notice of which shall be given by the Honorary or General Secretary.

As far as practicable delegates should be men of competence and ability to take an active and intelligent part in the proceedings of the Congress.

12. Each electorate shall, on payment by a delegate, the delegation fee of Rs. issue in triplicate a certificate, one of which, in the form prescribed, shall be given (under the signature of the Chairman or Secretary) to the delegate himself, one shall be transmitted to the Chairman or Secretary of the Reception Committee of the Congress and one shall be forwarded to the Honorary or General Secretary.

13. The total amount of the delegation fees collected by each electorate shall be remitted to the Chairman or Secretary of the Reception Committee of the place where the Congress is to be held, at the same time that the certificates are sent as already prescribed in clause 12, and it shall be the duty of the receiving authority to formally acknowledge receipt of the amount.

Honorary Delegates.

14. The electorates of a Province combined shall have the privilege of nominating or electing to the Congress as Honorary delegates persons well-known or distinguished in commerce or industry. Such Honorary delegates shall be exempt from payment of the delegation fee but shall not be entitled to vote.

Committee of Management.

15. The Committee of Management shall meet and transact its business at such time and at such place as it may determine. The Honorary or General Secretary shall issue due notice of such meeting, stating the time and place of such meeting, to all members at their registered addresses, at least 5 days before the day of the meeting.

16. The Committee of Management shall elect its own Chairman and frame such rules for regulating its procedure as it may deem fit. It shall also determine its quorum and further cause to be kept a minute book wherein its proceedings shall be correctly recorded.

17. For purposes of continuous work the head office of the Committee of Management shall, unless otherwise determined by the Congress, be located in the City of Bombay, where shall also reside the Honorary or General Secretary who shall carry on all communications with the different members of the Committee and otherwise attend to all matters which may be necessary in pursuance of the resolutions of the Congress in the direction of the Committee of Management.

18. The Committee of Management shall submit to the Congress, whenever held, a report of its proceedings during the period intervening between the close of one session and the opening of the succeeding one. Copies of such report shall be printed and supplied to the delegates present.

Reception Committee.

19. It shall be the duty of all the electorates of the Province or Presidency where the Congress is to be held to meet together at a common place to be notified and to elect their own Chairman and thereafter proceed to form a Reception Committee at least six months before the date fixed for the meeting of the Congress. Such Reception Committee when formed as said above, shall elect its own Chairman who shall be called the Chairman of the Reception Committee. It will be the duty of the Reception Committee to raise funds for the defrayal of all expenses incidental to the holding of the Congress, including, (if need be) the proper boarding and lodging of delegates, of the hire of a suitable place for the assembly of the Congress or of erecting a convenient pandal for the purpose. The Reception Committee will be entitled to charge such a reasonable fee as may be fixed to those delegates who may choose to avail themselves of the boarding and lodging it may provide. It shall also print and publish the report of the proceedings of the Congress at its own expense, but not later than 4 months from the close of the Congress, with liberty to charge each delegate a fee to cover the bare cost of printing. Five copies of such report shall be supplied, free of charge, to the head office in Bombay for

record. Any surplus remaining on hand after defrayal of all liabilities shall be invested by the Reception Committee in substantial securities in the names of the Trustees whom it may select at the meeting to be held for passing the accounts. The said securities shall be deposited with the Presidency Bank in the Province and utilised for the purposes of the next Congress in the province whenever held or for any purposes of local commercial or industrial interests. All correspondence and papers and records of a Congress session will be forwarded for purposes of record to the head office by the Reception Committee as early as convenient after the closing of the Congress.

Head Office of the Congress.

20. The head office of the Congress shall be located in Bombay City till otherwise resolved upon by the Congress. The Reception Committee of the Congress, which may be held in Bombay shall raise its own funds for carrying out the work of the Committee of Management, such as pay of an Assistant Secretary, rent of office, salaries and wages of clerks and peons, printing, postage, telegrams and so forth. But it is to be distinctly understood that the other Provinces shall have no hold or claim whatsoever on the said funds remaining on hand of the Trustees at Bombay.

Additions, Alterations and Omissions.

The above rules shall be liable to additions, alterations and omissions, as may best appear to the Congress, provided the Congress unanimously or by majority of the votes of the delegates, as may be directed by the President, resolve by a special resolution in that behalf.

APPENDIX A.

LETTER TO THE "TIMES OF INDIA."

To

THE EDITOR OF THE "TIMES OF INDIA."

SIR,—One of the most prominent and gratifying signs of the times is the rapid growth of interest amongst Indians in matters concerning commerce and industry. As was expected, the extravagant and impracticable features of the Swadeshi movement, as it was conceived by some of the less responsible leaders on the Bengal side, have evaporated in the light of common sense and experience. What is left, is a solid deposit of sober and thoughtful ambition to take such

steps as will enable the material resources of India to be utilized to the greatest advantage of the community at large.

There is also a growing appreciation of the truth that the resources of a country, both material and moral, belong of right not only to the persons who happen to inhabit that country but to humanity. The Indian people are thus responsible to the civilised world for the use to which they put the great opportunities made available by the peace and educational facilities secured to them as part and parcel of the British Empire.

This increase of interest in trade and industry is reflected in several organisations, some well-conceived, others inspired more by enthusiasm than by knowledge, designed to stimulate industrial and commercial activities. Several new journals and magazines have been started within the last few years, specially devoted to such subjects as commerce, industry and co-operation methods. There are also some journals specially devoted to the great agricultural industry. Indian Chambers of Commerce have been established in the important towns of India. Government have recognised the claims of the Indian commercial community to representation in the Provincial and Imperial Legislative Councils. The National Industrial Conference has been held for the last several years, and Provincial Conferences are being held annually on the same lines.

The time is now come, in my opinion, when an earnest effort should be made to consolidate all these activities in a common, well-thought-out and well-directed movement. I, therefore, wish to suggest, through your columns, to Indian commercial men and others interested in trade and industry, the holding of a Congress of Commerce and Industry. The sittings of the Congress may at first be limited to once in two or three years. Representatives of all interests affecting the economic prosperity of India will be welcome. In course of time, this Conference can take over the Industrial Conference now held in connection with the National Congress. A Congress such as I suggest will direct opinion in sound and practicable channels, and will, moreover, be a useful medium of communication between the Indian commercial community and the Government of India.

In view of the expected important developments in the commercial and fiscal policy of Great Britain in relation to its Colonies and

Dependencies, the importance of the existence of a recognised organ of Indian commercial opinion cannot be exaggerated. It will speak with authority and emphasis on behalf of Indian interests in the Councils of the Empire, and its representations must carry weight I trust that this suggestion will be taken up by the Indian press and leaders throughout the country, and discussed with a view to an early decision. If necessary, a conference of leading men can be arranged to take place in the next few months at Delhi, Bombay or Calcutta.

FAZULBHOY CURRIMBHOY.

BOMBAY, 18th July 1913.

APPENDIX B.

Letter to the Committee of the Indian Merchants' Chamber and Bureau.

The SECRETARY, THE INDIAN MERCHANTS' CHAMBER AND BUREAU,
Bombay.

DEAR SIR,—In connection with the proposal of a Commercial Congress made by me in the "Times of India" and at a recent meeting of the Committee, I have much pleasure in laying for the consideration of the Committee the following scheme which for the present may be considered as only tentative.

The Committee cannot be unaware of the fact that in all the advanced countries of the West not only are their Chambers of Commerce for every leading town and city but also Associations of Chambers of Commerce representing the trade and commerce of the whole country or even a group of countries as the case may be. These Associations hold annual or bi-annual gatherings which are generally styled Commercial Congresses in which all the different Chambers and Commercial Associations take part. I think that the time has come when such a Congress should be held in this Country to discuss and deliberate over the several questions of interest to our trade and commerce. All the Chambers of Commerce and Commercial Associations will surely welcome such a proposal. Before however any such Congress is held some spade-work requires to be done. I suggest that the Committee of the Indian Merchants' Chamber should address a circular letter to all such Chambers of Commerce and Commercial Associations inviting their attention to the proposal in question and requesting them to send a representative each to attend a meeting to consider what steps should be taken to

organise and develop the Congress in question. This preliminary meeting may well be held in Bombay under the auspices of this Chamber either in the month of November or December. This meeting will formulate the constitution of the Congress in question the first sitting of which may be held in November or December of 1914. The Congress will primarily represent the Indian Chambers of Commerce which are now established in the principal towns of the different Presidencies, but the European Chambers may well be invited to it. I do not dilate upon the advantages of such an organisation as they are obvious to all who are following the trend of recent events and who see that the large and important questions of Currency, Railways, Tariff, etc., require a full, mature and comprehensive treatment from the Indian commercial community. I hope that the Committee will approve of my suggestion and give it a practical shape.—Yours faithfully,

FAZULBHOY CURRIMBHOY.

1st August 1913.

APPENDIX C.

Speech delivered by the Hon'ble Sir Fazulbhoy Currimbhoy at the Annual Meeting of the Indian Merchants' Chamber and Bureau.

I have much pleasure in supporting the proposition that the report presented to you be adopted. Before I say anything in connection with it, I must express my thanks to the Chamber for the honour they have done me by electing me as their Vice-President, a position, the duties of which I hope I shall be able to discharge to your satisfaction.

You will have seen from the report that the existence of this Chamber and Bureau has been of very great use in focussing Indian commercial opinion in this city. Not only that but it has also, and personally I attach even more importance to this aspect of its usefulness, stimulated thought among us and instigated us to think seriously on subjects of vital importance to us, which otherwise we might have ignored or neglected. Gentlemen, the one great lesson of modern civilisation, is that the race is nowadays not to the swift nor to the strong but to the best organised. We see this in all directions, in philanthropic movements, in politics, and even in sport. As individuals, the ablest of us can do but little. It is by organisation, cooperation and mutual support, that we can so shape the conditions of

trade and industry as to be productive of the maximum good to our country and to ourselves. I need not go into the details of the work done during the year under report as they are dealt with in the report, and are amply referred to by the President and the other speakers. I would rather avail myself of this opportunity to enforce with all the conviction I can command, the need for organising Indian commercial opinion not only in this city and this Presidency but all over the country. Many of you know that I have put forward a scheme of an All-India Commercial Congress which is now under consideration by the Committee of this Chamber and Bureau. The main object of the scheme is to consolidate Indian opinion by which I mean the opinions held by all who are actively engaged in industry and commerce in this country on all subjects bearing on the economic development of the country.

Gentlemen, the three greatest needs of our country at the present day are education, sanitation and industrial growth. They are all mutually dependent. Without an educated and physically capable population, industrial development cannot proceed very far. On the other hand, without economic prosperity which can come only from the growth of industries, we cannot get the resources necessary for large schemes of education and sanitation. You will thus see that the economic question is at the root of national progress, nay, of a healthy national existence. The old idea that the prosperity and happiness of a people depended on kings and constitutions, has passed away. The economic interpretation of history, that is, the elucidation of the economic causes which brought about the rise and fall of civilisations and nations, is a subject to which some of the most acute minds of our age are devoting their attention. It may seem superfluous to enforce on an audience like this the importance of the economic factor, but what I am anxious to do is to call your attention to its value from a national and patriotic, and not exclusively from a commercial standpoint If we do this, we shall see that the need of such a Congress as that which I have sketched in my letter to the "Times of India" and to this Chamber, is a supreme need of the hour. I beg you to remember that the burning questions of the present and the immediate future in the great Empire to which we belong, are those which concern trade and industry. Can India, the most important part of that Empire, the brightest jewel in the British Crown, as it has been rightly called, can India afford to be without

a recognised organ and mouthpiece of her own when the component parts of the Empire take counsel together on questions of tariff, of trade communications, and all the other topics which are closely related to them?

We want a Congress of the kind which I suggest, first of all to enable this great country to have her voice heard in the counsels of the Empire in the settlement of the grave economic issues which have been discussed for the past ten years and more. The Government of India have doubtless done and are doing their part with zeal and devotion to the best interests of this country, but, gentlemen, it is after all we who know best where the shoe pinches, and unless we place the Government of India in full possession of our views and needs, you cannot expect them to be as emphatic and definite in their assertion of our rights as they should be and will be if they are properly supported. Let us remember that British administration, even in India, is not framed on grandmotherly principles. Here, as in their own country, British administrators expect those, whose interests are involved in any measure, to represent their side, and not to sit with folded hands expecting Providence to help them. That is the second great purpose of my proposal, to have at hand a recognised and representative agency which can speak to the Government of India as the accredited organ of Indian commercial opinion in all matters which concern the economic well-being of the country. The third object is, as I have said, to consolidate opinion and to promote a sentiment of solidarity in the various industrial and commercial interests of our land. The fourth, and most important of all, is that the Congress should be the means of keeping prominently before our countrymen the paramount claims of commerce and industry on the attention of the ablest and most gifted men among us.

These are the broad ideas which underlie my scheme and which have prompted me to appeal confidently for your sympathy and support. There have been remarkably few criticisms of the scheme since it was published of an adverse character. It has been welcomed cordially in all provinces and by the public press as a whole. The only criticism which I have seen of a character requiring an answer is that as there is already an Industrial Conference, there is no need for another body devoted to industrial and commercial matters. This criticism will be just, if there was any danger of the work of our Congress injuriously interfering with the work, such as it is,

of the Industrial Conference. On the contrary, it is my firm conviction that the Industrial Conference will be the greatest gainer by a movement such as ours. I regard the Congress which I propose, as the outcome of the invaluable pioneering work which has been done with so much ability and devotion by the leaders of the Industrial Conference, although they are not all men pursuing commerce as a profession. I am persuaded that they will rejoice to find that, partly as the result of their disinterested and patriotic work, the classes who are actually and directly engaged in carrying on the trade and commerce of the country, and in working its principal industries, have themselves taken the work of economic regeneration of the country in hand. I will not detain the meeting longer, but I earnestly commend to its sympathetic consideration the scheme which I have put forward in the sincere belief that it will prove extremely beneficial to our country, and that it will enormously strengthen the hands of our Government in upholding and advancing our interests.

No. 1067 of 1913.

CHAMBER OF COMMERCE,
BOMBAY, 26th November 1913.

The SECRETARY,
INDIAN MERCHANTS' CHAMBER AND BUREAU,
77-79, APOLLO STREET,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter, dated 11th instant, forwarding for the consideration of my Committee a copy of the draft of the constitution of the Congress of Commerce.

My Committee have perused with very much interest the papers received with your letter now under reply, and they have instructed me to say that whilst unable to associate themselves actively with the movement they sympathise with it and wish it every success. Co-operation and consultation in matters affecting the trade and industry of this country are very necessary, and my Committee feel sure that the results of the Conferences to which you allude will be beneficial and advantageous to the community generally.—I am, etc.,

R. E. GREGOR-PEARSE.
Secretary.

THE BUDGET.

FINANCIAL STATEMENT, 1913-14.

(Extract from the Proceedings of the Council of the Governor General of India, held on Saturday, 1st March 1913.)

Introductory.

I rise to present the Financial Statement for 1913-1914. For the information of those Members who are new to the Council, I may state briefly the procedure to be followed. To-day there will be no debate, but beginning with the 7th March, dates will be allotted for the detailed examination of my proposals and the discussion of any Resolutions that may be moved regarding them. Subsequently I shall have to consider what modifications are necessary, either in the light of our discussions or of later information which may become available. The Budget in its final form will be presented on the 20th and the final debate will begin on 24th March.

2. This is the fifth occasion on which the duty has fallen on me of reviewing the finances of India, and it is my good fortune that for a third time I am in a position to bear witness to the material well-being of this country. A year ago I framed my estimates on the assumption of a year of normal seasons and trade, and promising as the outlook may be, that is, in my judgment, the most favourable assumption which in the circumstances of India can be made with prudence. In looking back now over a period, the happenings of which it was then my duty to forecast, I shall have to describe a large improvement on our original estimates. The year that is drawing to a close has proved to be one of prosperity and of plenty, the results of which have easily outrun anticipations consistent with the principle of caution which I have suggested as necessary in our financial prognostications. But there is a shadow in the financial sunshine. While contemplating the general prospects a year ago as excellent, I said the uncertainties of the opium revenue still hung over us. The

difficulties which I had then in mind have since then become acute, and we are faced with a loss of revenue which affects materially our financial arrangements in the coming year.

3. I propose in the first place to sketch the main features, agricultural and commercial, of the current year. The year opened well, for the winter rains, beginning in January, had been normal and timely, and the only thorn on the harvest rose was the distress in Kathiawar and some parts of Bombay, where famine, due to insufficient rainfall in the preceding year, had been declared. In the hot weather the auguries were unfavourable. A series of disturbances of the cold weather type continued to pass into India, delaying the establishment of the usual hot weather conditions, and in May there was an almost complete absence on the west coast of the irruptions of ocean winds which herald the advance of the monsoon. Thus the rains were late in beginning and were not established fully in the interior until the 10th of July. Their duration also was unusually short. In September they were very fitful, and they retreated from Northern and Central India a fortnight before the usual date. Stated in this way the history of the most important months in the year from the agricultural point of view may seem disappointing. For four weeks however from the time when it spread over Northern India the monsoon continued in abnormal vigour and yielded abundant rain. A beneficial break of ten days followed, and in the end of August and beginning of September the rain bearing currents again spread over India. For India as a whole the rainfall was little below normal, and, what is of more importance it was well distributed, no tract showing a very large deficiency. It is true that in Bengal and the eastern districts of the United Provinces the early close of the rains was the cause of no little damage specially to the rice crop and in portions of the Bombay Deccan the want of rain was severely felt. But there is never a monsoon that can be said without reservation to satisfy our ideals. At the end of November a rain-bearing depression, which may justly be termed providential, traversed precisely those parts of the country where rain was needed. In the Bombay Presidency famine relief continued till October, and in three districts, small

numbers of people are still in receipt of gratuitous relief. In the United Provinces scarcity has been experienced in Mirzapur and a part of the Domains of the Maharaja of Benares, but with small exceptions the retrospect agriculturally is satisfactory. For the winter season we may now anticipate an auspicious close. December, January and two weeks in February went by with scarcely a cloud, and we were beginning to despond when the atmospheric conditions changed and the rain was sent to us, welcome all the more because it had been so long delayed.

4. From the cause, in the seasons, we may turn to the effect in the harvests. The wheat crop of 1911 constituted a record which it would be difficult to equal; but the crop of 1912, if inferior to its predecessor, was in respect both of area and outturn very greatly better than the normal; in the United Provinces, one of the two chief wheat-producing provinces, the outturn indeed exceeded even the harvest of 1911. Rice had also been good; whilst of the other export staples, cotton had on the whole a favourable season except in parts of the Bombay Presidency and Hyderabad, and its total outturn was estimated at no less than 40 per cent. better than in the preceding year. The area under sugarcane has increased and the outturn is expected to be good; whilst jute has also shown considerable improvement. This year's rice crop has suffered to some extent in parts of Bengal and the United Provinces, but elsewhere the season has been not unfavourable and the outturn, though not up to that of 1911-12, should be considerably above the normal average of preceding years.

5. From this review of the agricultural reports I proceed to consider in the trade returns a more definite and statistical test of the year's prosperity. The results are striking. The value of our exports, I said last year, had been the highest on record, but the merchandise we have sent abroad between April and December 1912 exceeded in value by 17½ crores the corresponding exports of 1911. There was a considerable falling off in the case of linseed and raw cotton, but a great trade was done in grain, wheat, rice and barley; the exports of jute increased by 3 crores, and of hides and skins by 1½ crores. Nor was the improvement

only in raw material; there was a very substantial advance in jute fabrics, in cotton twist and yarn and in tea. How the balance of trade was adjusted I shall show later on. At present I am concerned with merchandise, and under this head I note that our imports also in nine months have exceeded those of the previous year by 14¾ crores. In 1911-12 imports were active in April and May and then eased off in the ensuing four months, as if waiting, as I said, upon the monsoon. In 1912-13 the same general tendency is observable; but the activity of April and May was greater and the comparative slackness in the following months less marked than in the preceding year. In the commodities for which we indented on other countries in exchange for our exports, half the increase roughly consisted of textile materials and fabrics generally, and piece-goods in particular; but there have been large increases also of sugar, hardware, machinery, iron and steel and railway plant. Combining both the inward and outward currents of trade, the value of our total seaborne commerce in merchandise during the first nine months of the year amounted to some 296 crores as against 264 crores in the preceding record year. The range of prices has doubtless been high, but I do not know that it is higher than in the preceding year, or consequently that the comparison I have drawn is misleading as an indication of the volume of trade. We know at any rate that railway traffic has been extremely active and on every side there are plain indications of a continuance of the progress and prosperity of the country.

Revised Estimate of 1912-13.

6. The effect of the conditions I have outlined is written large across our figures. The Budget for the current year was prepared for a revenue, Imperial and Provincial together, of £79⅓ millions; according to the latest revision off the estimate we now anticipate that we shall receive £87 millions, an improvement of £7⅔ millions of which £5 millions will be secured from Opium and Railways. The aggregate expenditure we think will exceed by only £171,000 that provided in the Budget. Of the net improvement, as will appear even from the figure I have just given for Opium and Railways, the great bulk has accrued in the Imperial account.

Out of our revenues however we have distributed large grants to Provinces. After allowing for these grants, the surplus we retain is £3,362,000 as against a surplus anticipated in the Budget of £1,478,000.

Opium Revenue.

7. The position in regard to opium is as follows. The trade with China in Indian opium is governed by the agreement of 8th May 1911, the object of which was to assist the suppression of opium smoking in China by cutting off gradually the Indian supply. The trade, it was contemplated, would cease in 1917; but provision was made for its earlier termination on proof of the extinction of production in China of the indigenous drug. The taxation of foreign and native opium was to be equalised. All restrictions on the wholesale trade in our opium were to be withdrawn, but the stipulations of the Treaty were not to derogate from the force of any ordinances then existing, or which the Chinese Government might in future pass to regulate the retail trade or suppress opium smoking. The Manchu Government gave convincing proof of its sincerity and of its ability to enforce anti-opium measures, and several of the Chinese Provinces were under the terms of the Treaty closed to Indian opium. With the revolution there was undoubtedly a recrudescence of poppy cultivation and an unwarranted interference with the trade in Indian opium. Presently however the central Government asserted itself. Not only were Presidential decrees issued enacting the severest penalties against opium cultivation, but it was ordained that opium smoking was to cease entirely by a given date. The campaign against cultivation had extended to a campaign against consumption.

8. The policy of the Government of India has throughout been correct and simple. We had in our agreement with China a programme of sales from year to year and we have adhered to it. Yet we have had strong inducements to vary our course. The operations of the Chinese authorities would frequently have justified us in denouncing the Treaty or declining to make the further reductions of sales for which the Treaty provided. We were sincerely anxious however to help China towards a great reform. We have not insisted on the letter of the law. None the

less we have steadily resisted pressure which from time to time has been brought to bear on us to effect reductions in our sale programme which would have been arbitrary and premature. Applications for the suspension of sales are no new feature in the opium trade. We were familiar with them before any restrictions were placed on exports to China, and their object was obviously to confer the advantages of a strict monopoly on those who happened at the time to be in the possession of opium. This we have properly and consistently refused to do. The action of the Republican Government in China, however, created an entirely new situation. It stopped the outlet for Indian opium. As soon as the situation declared itself, I went to Bombay and met the opium merchants, whose frank and forcible presentation of their case I wish to acknowledge. I made myself thoroughly acquainted with the whole outlook. The representations of the merchants were confirmed by the course which events had taken. In Shanghai and Hongkong which are the markets of our opium in China, trade was reported to be at a standstill. There were no sales or deliveries, and in India at the December auction the price of Malwa opium had dropped to Rs. 722 a chest as against Rs. 1,666 obtained in November and Rs. 2,443 in August.

9. The situation was radically different from any with which we had as yet been called on to deal, and the Government of India took prompt action. With the sanction of the Secretary of State we did four things. The sales of opium for China could not be stopped immediately, as a variation in the programme of the year cannot be made without three months' notice, but we suspended sales from the earliest date which this condition allows. Meanwhile we imposed an upset price which practically resulted in an immediate suspension of such sales. We reduced the quantity of opium to be sold in 1913 for export to non-China markets with the desire to reduce smuggling into China. And lastly, though we had no obligation in the matter, we agreed to buy from the Malwa States the amount of opium by which their exports to China in 1913 may in consequence of this decision fall short of the number of chests which had been assigned to them in our programme.

10. So much for the past. The Government of India clearly have had to deal with a situation created for them and for which they were not responsible. All that it was in their power to do has been done by them. For the future neither I nor anyone else can prophesy, but we cannot conceal from ourselves that China has set herself a task which experience proves to be one of the greatest difficulty—the enforcement of a morality possibly too advanced for popular acceptance. We have dealt generously with China and we have a claim on her for fair treatment. Her reputation for probity stands high among the nations. The Chinaman's word, it is said, is his bone. The new Republican Government, which has yet to establish its position in its own country and in the world at large, will doubtless be jealous in a peculiar degree of its honour and will be actuated by the same spirit of equity and fair dealing which has characterised the policy of the Government of India.

11. In the current year the effect of these events on our revenues has been comparatively small. In the case of Malwa opium I may explain that our receipts consist of a share, first of a fixed pass duty, and secondly of the amounts bid at the auctions for the right of export. For the payment of these bids the merchants are allowed three months' grace, so that the proceeds of sale subsequent to December would in any case have been credited in the coming financial year. As far as the current year is concerned, the revenue from sales of certified opium in January-March would not have exceeded £400,000. On the other hand, as I have said, in earlier months prices were exceedingly high, and the results for the year as a whole are accordingly much above the Budget estimate. The improvement in fact under Bengal opium has been £1,198,000 and under Malwa opium £224,000. This portion of our revenues we propose to treat exactly as in previous years. To enable us to deal systematically with our opium windfalls, we fixed in advance some time ago a series of standard figures to represent year by year the revenue which we might expect from our diminishing trade under normal conditions; so much was to be treated as current revenue, while the surplus revenue received, if any, was to be specially treated. For the

current year the standard figure is £3,600,000. Our actual revenue is likely to be £5,063,000, so that there is an excess of £1,463,000. Of this sum two-thirds will be retained in our surplus for the discharge of temporary sterling debt. The discharge of India Bills, of which £4½ millions were still outstanding at the time of the last Financial Statement has been completed; but we have to pay off next year £1¼ millions railway debentures and meet an instalment of £500,000 for the discharge of short-term bonds. The remaining third, which amounts to about £460,000, we propose to distribute in grants for hostels and universities.

Ordinary Revenue.

12. Having reviewed the opium position, I pass to a consideration of our ordinary revenue. Excluding opium, the improvement shown on a comparision with the Budget is £6,191,000, the great bulk of which has been contributed by our railways. In making my estimate under this head, I was cautious and it would ill befit, in my judgment, a Finance Minister in this country to be otherwise; but I think the most irresponsible critic would have hesitated to predict that the development of traffic would prove so enormous as to constitute a crisis in railway management. The gross earnings have been almost £4½ millions above the estimate. The net improvement is less, because, we have had, of course, to distribute more in the shape of surplus profits paid to companies, and because working expenses have naturally increased. Against the £4½ millions growth in earnings however the increase in working expenses has not been more than £600,000. The percentage of working expenses has been brought down to 49·3, which is a lower figure than has been shown for the last five years. The net receipts are £3⅔ millions better than the Budget. Apart from railways therefore, I have to account for an improvement of £2½ millions. Over a million of this improvement has been secured under the purely Imperial heads of Customs, Mint, Post Office and Telegraph and Exchange. Under Customs, I find that out of a total increase of £586,000, £353,000 are accounted for under cotton manufactures, manufactured articles and export duties; the first two heads showing the influence of a prosperous year, while under the third the rise in revenue was due to a large demand for rice from other

countries, which led to exports not only from Burma but from Bengal. Silver, the imports of which were heavy throughout the year, brought us about £160,000 more than we had anticipated and the revenue derived from sugar was also high. Of a large increase of £326,000 under Mint, the greater part is due to the resumption of rupee coinage, which could not be allowed for in the Budget. Before the profits on coinage are transferred to the Gold Standard Reserve, a charge is made for manufacture, which is credited to the Mint, and the sum thus shown in the current year is £214,000. Finally, so far as these Imperial heads are concerned, the Post Office and Telegraph Department has given us £118,000 more than our forecast, as the result no doubt of active trade and general prosperity, and the same general conditions have credited us with £109,000 under the head of Exchange. Under the share heads of Stamps and Excise, we have divided with the Provinces an increased revenue of nearly £450,000 and Irrigation receipts also have been better in the aggregate by £442,000.

13. The description I have given of the improvement in our revenues will have impressed on the Council the fact that much the greater portion of it has accrued in the Imperial account. We do not propose however to retain all that has come to us; we intend to make the provinces partners in our good fortune. The distribution of my surplus has given me much anxious thought. I have a large sum of money to dispose of; we are unlikely to have again, for some time, a margin anything like so large as in the present year, and it is all the more necessary to be careful in the distribution of what is in our hands. I state the principle of our decisions very briefly. There are certain relatively small requirements which we intend to meet; but the bulk of the money will go in grants to secure a steady progress in education and sanitation, an object which has the support of both official and non-official opinion. We propose to make the following distribution of funds:—

2½ crores for non-recurring expenditure on education.
1½ crores for urban sanitation.
30 lakhs to Burma for communications.
20 lakhs to Assam for development.
1 crore in aid of general provincial resources.

The last mentioned grant will be distributed at the rate of 12 lakhs to each of the larger Provinces, and 8 lakhs each for the smaller Administrations, and will not be earmarked for any one purpose. It will be devoted to such schemes as each Local Government may deem to be most necessary in view of varying and special requirements. Our ability to make these grants secures important advantages. From the Imperial point of view, they are an anticipation of future liabilities. We have these demands; we might in ordinary course meet them over a more extended period; but we may well doubt whether in the next few years we shall have funds available for distribution, and we take the opportunity, which fortunately presents itself, of paying our contribution in advance. From the point of view of the provinces, there is a great gain in stability; they are secured in the prosecution of improvements of the most important kind against the fluctuations of Imperial finance. They are, we are assured, ready for the distribution. The great attention which has been paid in recent years to the needs of sanitation and education has led to a systematic review of requirements and preparation of projects generally. So long as there is uncertainty as to the amount that will be available from year to year, progress must be fitful and uneconomical. But now, when they find themselves secured in the possession of substantial sums, the Provinces will be able to make out and adhere to well-considered programmes of development and the systematic application of funds which will thus be possible will certainly make for economy and efficiency.

Expenditure.

14. About the expenditure of the current year I have little to say. I have already mentioned that in the aggregate it is £171,000 more than in the Budget, Provinces have spent £171,000 less than they anticipated, but there is an increase of £342,000 in Imperial charges. The Provincial decrease is accounted for by the inability of Local Governments to spend the full amounts provided. In the Imperial section the important variations are increases of £398,000 under Civil Works and £570,000 under Military services. The rise in Civil Works charges is accounted for by the debit, to the revenue head, of the construction of temporary

accommodation for the Government of India at Delhi. In the Military estimates, the additions have been of an obligatory nature ; for instance, the increased outlay on food supplies caused by higher prices, the cost of surveys on the North-East Frontier, larger expenditure on the arms traffic operations in the Persian Gulf, and similar items. On the other hand the special allotment made for protective irrigation works outside the Famine Insurance Grant has not been used and there is a large decrease of £480,000 shown under the Education head. This decrease however is nominal. In the Budget a reserve of £528,000 was entered under this head for subsequent distribution. As the distribution has proceeded, grants have been made by assignments diminishing Imperial revenues, and Imperial expenditure has been correspondingly reduced.

Delhi Expenditure.

15. I have completed my review of the current year and proceed to an explanation of the Budget for the ensuing year; but before I do so, there is one subject on which I wish to say a few words, and that is Delhi expenditure. In the discussion which took place in the Council last year, I gave an undertaking that this expenditure would be separately and carefully accounted for, and I own to a feeling of surprise and some indignation that suggestions should subsequently have been made, and they have been made, that the Government of India would countenance a departure from the pledge then given. It is evident that all expenditure of whatever kind connected with the transfer of the Imperial capital to Delhi, could not conveniently or properly be brought under a single head in our accounts. There is, for instance, the administrative expenditure of the new Imperial Province which must be accounted for in appropriate sections as on account of police, law and justice, and so on. Again we have to build a new cantonment, the cost of which can with propriety be shown only in the Military Estimates. Similarly if a diversion of a railway line is found necessary, it must be charged to Railways. The cost of our temporary buildings further, as I have already mentioned, we have charged, under the advice of the Comptroller General, to the revenue expenditure head, Civil Works, and not to the new head of capital expenditure which we have opened for the new Imperial

City. I make this explanation because I am anxious that there should be no possibility of misconception on the subject, and I would add that, while the expenditure has of necessity been entered under more than one head in the accounts, care has been taken to make it readily available by prescribing that in each case it should be kept apart under a sub-head of its own. I have arranged further, for the convenience of Honourable Members, that all the relevant items of expenditure should be brought together in a comprehensive *pro formâ* account, and this arrangement will be continued year by year so long as it may be necessary. The form of this account and details regarding it will be found in the memorandum by the Financial Secretary, and I need only mention that the cost of temporary Delhi in the current year will probably be just under 50 lakhs. The discussion of the numerous questions of the first importance involved in the inception of a task of such magnitude has delayed the beginning of the permanent city, and the amount charged to the capital head in the current year is only £155,000, which represents for the most part the cost of land acquisition. We shall soon be in a position however to proceed with the work energetically, and Honourable Members will find that a provision of 2 crores has been made in the capital account for this purpose in the ensuing year.

Budget Estimate for 1913-14.

16. I now come to a new page in our financial history and open the Budget for the year 1913-14. It will be clear that in one matter of grave importance our position has been weakened since I had to undertake the same task a year ago. I referred on that occasion to the uncertainties of our opium revenue; but now we are face to face with a calculation of actual loss. As regards our other sources of revenue, I do not propose to depart from the principle, which I consider to be the right one, of cautious estimating. Indeed it might be said that with every year of prosperity the probability of an approaching reversal of fortune, of unfavourable seasons and trade depression, increases, and that the need for caution is greater therefore now than on previous occasions when I have laid my Budget before the Council. At the same time I have no intention whatever of letting my estimates be

influenced by vague forebodings. I hold to what I said two years ago, namely, that in Indian budgeting the only reasonable rule of conduct is to assume that a period of prosperity, once it is established, will continue until we have some clear warning of impending change. At present, apart from opium, our prospects are bright, and in making my estimates I have given full weight to this consideration. Proceeding with these principles in my mind, the calculations I have made give for next year a probable revenue in the aggregate, Imperial and Provincial, of £82,322,000. The aggregate expenditure for which provision is made is £83,850,000. There is thus a difference of £1,528,000, which is distributed in this manner; there will according to our anticipations be an Imperial surplus of £1,311,000, but a deficit of £2,839,000 in Provincial Budgets.

Revenue.

17. I proceed to state the salient facts and figures which lead up to these general results, and in the forefront must be put our opium revenue. Circumstanced as we are to-day, it would be out of the question to build on any anticipations of revenue from certified opium in the coming year. I will not despair of a revival in the opium trade which would restore to us in whole or in part the loss which at present faces us; but it would be wrong, as matters stand, to take into account and make available for expenditure any revenue the receipt of which is so problematical. Further the sales of uncertified opium in the present calendar year have been reduced from 13,200 to 9,000 chests. Accordingly all that I can budget for under the opium head is the value of 9,000 chests of uncertified opium at the moderate price of Rs. 1,800 per chest or £1,080,000 *plus* £365,000 for excise and miscellaneous receipts, or a total of £1,445,000. The decrease, as compared with the probable receipts of the present year, is no less than £3,618,000.

18. In the next place, as one of the dominant factors in our Imperial finance, I turn to railways. We are increasing the working expenses next year by £½ million in view of a larger Railway programme, which involves some addition to revenue as well as to capital expenditure, but against this increase on the expenditure

side has to be set a decrease of a quarter of a million under payments of surplus profits, which is the result chiefly of the adoption of the financial in place of the calendar year for the distribution. As regards Railway revenue, my estimate is possibly optimistic; it is that the gross receipts in 1913-14 will be £36,754,000 as against the £37,067,000 which we hope to obtain in the current year. In arriving at this estimate I have attempted to hold the balance even between two sets of considerations. No doubt if the present wave of prosperity lifts us a little higher, my estimate will be exceeded. On the other hand the net railway revenue of the current year, according to our estimates, will be £2⅓ millions above the revenue of 1911-12; there was an improvement of £2 millions in 1911-12, as compared with 1910-11; and the figure of 1910-11 was nearly £1½ millions higher than the figure of 1909-10. We may well ask whether the curve is going any higher. When a time of depression comes, there will be a very different tale to tell. In 1907-08 there was a drop of about £½ million, in 1908-09 a drop of £2½ millions. It is easy to be wise after the event, and should fortune once more favour us, you may say I was unduly cautious. But I claim to be judged by present prospects, and on the facts I have put before you I am of opinion that no prudent minister would frame an estimate higher than that which I have indicated.

19. An item which requires special mention is the abolition of the appropriations at present made from the land cess in certain provinces. The matter is one which I shall have to explain in some detail, but for the moment, dealing with the revenue account I note that the effect will be that the receipts in 1913-14 under provincial rates and contributions from district boards will be £ 557,000 less than in the current year.

20. Apart from Opium and Railways, and the appropriations just mentioned, the improvement in revenue which I anticipate is £105,000. The amount would be larger, but for certain reductions which are forced upon me. I cannot arrange for our capital expenditure without a large reduction of our balances, and the estimate of interest receipts in consequence is diminished by £177,000. Again the Mint receipts go down in my forecast by

£291,000 because I cannot repeat the item which appears in the accounts of the current year for seigniorage on coinage of rupees. Under Customs also I am bound to take into consideration the rise in the price of silver as likely to affect imports, and guided by the experience of years when the price was equally high, I must reduce the estimate of receipts from the duty on silver by £160,000. The exports of rice further in the current year have been very large, and a normal estimate for 1913-14 gives a decrease of £102,000 under export duties. Under other heads however I have raised the estimate of Customs receipts by £140,000 which is as much as the advance in revenue in the last two years will justify. In other departments also, I take recent experience as my guide, and I advance the revenue from Post Office and Telegraph by £151,000, from Excise by £243,000 and from Stamps by £136,000. Land Revenue also is likely to give about £155,000 more in the aggregate in consequence chiefly of better collections in Bombay. The result of these and other less important variations is an improvement of £248,000 in the Provincial account and a deterioration of £143,000 in the Imperial account. But we propose from Imperial revenues to make grants which I shall presently describe, to Provinces amounting to £1,198,000. This compares with non-recurring grants we are making this year of £4,545,000. Thus to sum up, the Imperial revenue account will be £3,618,000 worse under Opium; £594,000 worse under Railways; and £143,000 worse under other heads; while alienations of revenue will be £3,347,000 less. On the whole there is a deterioration of about one million.

Expenditure.

21. The aggregate expenditure I advance from £79,604,000 in 1912-13 to £83,850,000 in 1913-14. The provinces anticipate that they will spend £3,203,000 more than in the current year, the great bulk of the increase being accounted for under education, sanitation and public works. In the Imperial section there appears an increase of £1,043,000. More than half of this increase is accounted for by the expenditure of £560,000 which we propose to incur for the purchase of Malwa opium. Under Civil Departments we have added £132,000 for so much of the grants which

we are making for education and other beneficial objects as we need for Imperial outlay in minor administrations or as a reserve for subsequent distribution. A sum of £109,000 has been allotted for Protective Irrigation works outside the Famine Insurance grant. There is an increased provision of £131,000 under Post Office and Telegraph which is due for the most part to the requirements of wireless stations. The administration of the Province of Delhi will, we think, involve an increased expenditure of £60,000. In view of various urgent projects we have agreed to raise the grant for Imperial Civil works by £189,000, but there is a decrease of £300,000 under temporary buildings for Delhi.

Grants to Provinces.

22. The grants for education, relief of cess and other beneficial services, which I have mentioned, are not the least interesting feature in the Budget. When presenting the Financial Statement last year, I said that as in view of expenditure on the new capital at Delhi we should now have three sections in our annual capital programme instead of two, we might reasonably enlarge the conventional figure of a crore which we have generally endeavoured to secure as our revenue surplus. In spite of the loss of opium revenue I find myself in a position to follow this policy, and I have framed my Budget on the basis of a 2 crore Imperial surplus. In spite of the loss of opium revenue, I find it is possible not only to avoid the imposition of new taxation, not only to maintain the present standard of expenditure but to provide a substantial contribution to meet the ever-growing needs of the country. Those needs are multifarious; some are conspicuous and urgent. Education and sanitation are twins of a phenomenal development. There is agriculture. There is the question of medical attendance and relief. Last, but not least, unless we ignore the political organization of the country, there is the development of local self-government. For these interests, we have made due provision. We allot 1 crore for recurring expenditure on education and sanitation, distributing 85 lakhs to the major provinces, assigning 7 lakhs as Imperial expenditure and retaining a reserve of 8 lakhs. We add 10 lakhs to the provision for agricultural expenditure; we allot 10 lakhs for medical relief —

15⅓ out of these 20 lakhs being distributed among the major provinces. These grants require no explanation and I would only say that the recurring grant for education supplements and adds to the value of the large non-recurring grant for the same purpose which we are giving in the current year.

23. Finally we propose to make assignments to Local Governments to enable them to forego the amounts which at present are appropriated for Provincial use from the cess on land. This matter requires explanation. The cess I have mentioned is levied in all Provinces generally at the rate of 5 or 6¼ per cent. on annual value. In Bombay, Madras and the Central Provinces, the entire proceeds go to Local Boards. In Bengal and Bihar, however, a one-anna cess is divided into two half-anna portions and while one of these, the "road cess," goes to District Boards; the other, the "public works cess" is credited to Government. In the Punjab and the North-West Frontier Province, District Boards have to make a contribution of nearly 20 per cent. of the land cess to Provincial revenues for "General services." In the United Provinces also there are large appropriations though they have a different form in the two portions of the Province. In Agra there is a land cess of 5 per cent. of which about a third is taken by the Local Government to cover the cost of rural police; in Oudh the general cess which goes to District Boards is at the rate of 2½ per cent. only of the annual value while a rate of 3 per cent. is levied separately on account of the cost of village police. The Council will remember that last year a resolution was moved by the Hon'ble Mr. Gokhale recommending the appointment of a Committee to enquire into the resources of local bodies. I had to oppose that resolution because the appointment of a Committee did not appear to be necessary or desirable; but I made it plain that the object of the resolution was one with which Government were in accord. The development and encouragement of Local Self-Government is indeed an object as to the desirability of which all are agreed, and it is with this object in view that we desire to increase their resources by abolishing the appropriations which I have mentioned. The consequence however of this abolition will be a loss to Provincial revenues which Local Governments

cannot themselves sustain, and I therefore will make them assignments. The manner in which we proceed is as follows. The Local Governments while they take with the one hand appropriations from Local Boards as I have described, with the other hand give them certain subventions. Certain of these subventions, such as those made out of the Imperial grant for primary education will continue to be made to the Boards; others of a general nature which are at present required to provide a sufficient income for certain Boards will be resumed. In Oudh a special adjustment will be necessary; the 3 per cent. village police cess will be abolished and a general cess of 5 per cent. imposed at the same rate as in Agra. Allowing for this modification the net loss to Provinces and consequently the amount we have to make good to them will be in Bengal 25 lakhs, in Bihar 23 lakhs, in the United Provinces 29½ lakhs and in the Punjab 2 lakhs, a total of nearly 79½ lakhs or £530,000. In deciding on the measure which I have now detailed to the Council we have, I consider, given a very substantial proof of our interest in local self-government. Last year in the debate on the resources of local bodies I mentioned the surprising way in which Mr. Gokhale plants seeds of policy which come to quick maturity, and I likened these to the mango seeds of the Indian juggler which covered for a little time from view astonish us presently with the appearance of trees bearing not only leaves, not only buds and flowers, but a goodly crop of wholesome fruit. If I may vary the figure, I should say that the Government of India have their orchards to the cultivation of which they give their best endeavours. Like all gardens these have their disappointments, their inexplicable failures; but none the less some of the crops are good. The present is a goodly basket, as an Indian gentleman might say "from our own garden" and it contains something more substantial than a Committee.

Military Services.

24. The expenditure for five years is shown in the following table :—

—	Gross.					Net.
	Army.	Marine.	Military Works.	Special Defences.	Total.	All Military heads.
	£	£	£	£	£	£
1909-1910	18,901,181	461,157	858,342	28,604	20,249,284	19,112,323
1910-1911	19,131,780	445,867	900,437	7,987	20,486,071	19,265,042
1911-1912	19,536,546	450,728	909,657	4,706	20,901,637	19,558,580
1912-1913 (Budget) ..	19,084,700	447,100	860,500	20,200	20,412,500	19,094,500
1912-1913 (Revised) ..	19,608,700	476,800	880,600	15,900	20,982,000	19,635,400
1913-1914 (Budget) ..	19,555,900	478,300	949,100	24,500	21,007,800	19,646,800

25. As stated last year, the Military expenditure of 1912-13 as originally estimated was fixed at a figure below that of any year since 1903-04. After the estimates were closed it became essential to place an order in England for a large number of rifles which has led to an additional payment of £155,000 during the current year. The National Insurance Act involved a payment not in the estimate of about £15,000 on account of the British soldiers serving in India. The demand for working parties of troops in connection with the survey operation in progress on the North-East Frontier entailed unforeseen expenditure amounting to £54,000. The Arms Traffic operations proved more costly by £15,000 than was expected. The prices of food and forage have risen, in spite of the favourable harvests of the year, and account for an increase of roundly £174,000. In view of the favourable financial conditions of the year, additional funds to the extent of about £127,000 were also given to place the army transport on a more satisfactory footing; to allow of the commencement of a reserve of fodder; and for advancing works in progress and for the purchase of stores. The aggregate excess expected is £540,900, the bulk of which has arisen from unforeseen demands and the rise in rates of food and forage.

26. In the coming year there will again be a heavy bill for special services. Provision is made for the continuance of the Arms Traffic operations at a cost of £166,700. The winding up charges connected with the working parties employed on the North-East Frontier are expected to amount to £33,300. On the other hand, the expected retention of Indian troops in China and Persia will continue to effect a saving.

27. Apart from all this, it has been necessary, in framing the military estimates of 1913-14, to take into account the fact that the temporary economies in ordinary expenditure amounting to £101,000, effected in the current year, cannot be repeated next year; and that the National Insurance Act introduces a new annual charge of £21,500. A larger provision of £186,600 for ordinary Home stores has been found necessary, owing to surplus stocks having been largely worked off, higher prices ruling for metals, and to the advance purchases of such stores in 1911-12 not being repeated in the current year.

28. The Schedule grant for 1913-14, amounting to £737,700, shows an increase of £217,600 as compared with the figure adopted in the current year, but it includes £119,000 to meet the final payments on account of the extra rifles which had to be ordered this year, and £106,700 for the acquisition of land and the commencement of building operations in connection with the new military cantonment at Delhi. The balance of the grant will be applied mainly to meeting the primary requirements of the army in the matter of guns, bayonets, swords and accoutrements, and to the continuance of building works in progress, notably in the direction of improving the accommodation of Indian troops. Provision is made on a modest scale for the inception of military aviation in India.

29. In respect of the permanent economies mentioned last year, a further saving has been effected by the disbandment of the Deoli and Erinpura cavalry squadrons. The question of army expenditure generally has been under the consideration of the Army in India Committee, presided over by Field-Marshal Lord Nicholson. Their report, which is expected shortly, will deal with

the possibility of effecting further economies in military expenditure. The report of the Committee which examined the question of marine expenditure is still under consideration. The final result is an increase of the net military budget by £552,300 as compared with the current year's budget.

Railways.

30. I have already given in the revenue account some of the more important Railway figures. The results of the present year are remarkable. In 1912-13 we expect the return on the capital at charge to be 5·89 per cent. against 4·48 which was the percentage in 1909-10. If we take the railway revenue account as a whole and set the interest charges, the annuities, sinking fund payments and minor debits, such as cost of land and surveys, against the net earnings, we show a surplus of £5,616,000, the highest in the history of our Indian railways.

31. What I am now especially concerned with is the railway capital account, and I give therefore the figures of railway capital expenditure during the last five years and compare them with the estimate for next year :—

—	1908-09.	1909-10.	1910-11.	1911-12.	1912-13 (Revised.)	1913-14 (Budget.)
	£	£	£	£	£	£
Open lines, including rolling stock ..	8,532,741	6,532,441	5,002,843	5,058,390	7,362,800	10,124,600
Lines under construction –						
(a) Started in previous years..	1,366,200	1,482,962	2,055,264	2,403,853	2,781,400	1,875,400
(b) Started in current year ..	146,130	369,291	387,821	452,150	69,900	....
Total ..	10,045,071	8,384,694	7,445,928	7,914,393	10,214,100	12,000,000

32. The figures to which I invite special attention are these. The expenditure on capital account in the three years 1909-10 to 1911-12 averaged rather less than £8 millions. In the current year we budgetted originally for a railway programme of £9

millions. In the course of the year however we were able to increase the provision to £10½ millions out of an increase in our balances and other improvements. For the coming year I propose to draw somewhat heavily on our ample balances and am in consequence able to advance the railway programme for 1913-14 to £12 millions.

33. This proves, I think, that I am not unsympathetic on the question of railways. I recognise fully their immense significance as an instrument of general progress, their necessity for the development of trade; their growing and indeed momentous importance to the finances of India; but in this, my last Financial Statement, I cannot refrain from a word of warning. In spite of the reckless utterances of obviously interested critics, I continue to deprecate any departure from a policy of the utmost caution in the matter of Railway Finance. It may be that in the future it will be possible to give more scope to private enterprise and increase through its agency the funds available for railway construction, but for the present I have to regard railways as a strictly business proposition. Our responsibility is all the greater now that they have attained a position of supreme importance in our financial system. It is said that the remunerative character of our railways is beyond question, that our railways are the milch cow of the Government of India and that I am ungrateful. But what is the position? We are paying in the London market very nearly 4 per cent. for what we borrow. I bear in mind that in the current year the railways have paid us 5·89 per cent. But last year the return was 4·99 per cent.; in 1910-11 it was 4·66 per cent., in 1909-10 it was 4·48 per cent.; even in good years in the present state of the money market the margin is a narrow one. Let me remind you that so recently as in 1908-09 our railway system was worked at a net loss to the State. I said at that time that we must never allow our railway to become again, even temporarily, a net burden on the general taxpayer. I repeat that assertion. As matters stand we have in our railways a splendid asset. Let us safeguard that asset. Any admission of doubtful schemes, or failure to count in each case the full cost, any disregard of financial considerations will surely lead to deterioration of a most serious character.

34. I urge that nothing be agreed to in the future which may weaken a position which is essential to the financial prosperity of India and to all the interests which that prosperity serves.

Irrigation.

35. The financial position of our great irrigation undertakings may be gathered at a glance from this table which I present and which brings up to date the information given in the previous Financial Statements.

Particulars.	1909-1910	1910-1911.	1911-1912.	1912-1913. (Revised)	1913-1914. (Budget.)
Productive Works.	£	£	£	£	£
Capital outlay to end of the year..	23,145,119	30,355,971	31,929,333	33,439,738	34,918,738
Direct Receipts.....	2,249,011	2,236,989	2,319,176	2,541,200	2,542,600
Land Revenue due to Irrigation..	1,111,158	1,170,065	1,343,135	1,495,200	1,518,800
Total Receipts	3,360,169	3,407,054	3,662,311	4,036,400	4,061,400
Working Expenses	1,065,481	1,080,404	1,103,180	1,090,700	1,108,400
Interest on debt	960,829	1,004,680	1,059,649	1,152,400	1,207,000
Total Working Expenses	2,026,310	2,085,084	2,162,829	2,243,100	2,315,400
Net Profit	1,333,859	1,321,970	1,499,482	1,793,300	1,746,000

	1909-1910.	1910-1911.	1911-1912.	1912-1913. (Revised.)	1913-1914. (Budget.)
Protective Works.	£	£	£	£	£
Capital outlay to end of year ..	3,112,121	3,444,204	3,803,846	4,207,046	4,778,046
Direct Receipts.....	58,066	51,061	62,356	64,500	76,900
Land Revenue due to Irrigation ..	6,230	7,940	8,330	10,800	10,900
Total Receipts	64,296	59,001	70,686	75,300	87,800
Working Expenses	28,730	29,217	41,923	51,600	54,200
Interest on debt	97,882	110,730	123,218	136,200	152,800
Total Working Expenses	126,612	139,947	165,141	187,800	207,000
Net Loss	62,316	80,946	94,455	112,500	119,200
Minor Works and Navigation.					
Direct Receipts	235,691	228,465	247,054	251,200	254,700
Expenditure.....	889,435	877,728	836,407	871,800	921,300
Net Loss	653,744	649,263	589,353	620,600	666,600

36. On the 31st March 1912, 58,534 miles of main and branch canals and distributaries had been constructed, and by the end of the current year a mileage of 59,000 is expected, commanding over 48½ million acres of culturable land of which probably 23 million acres will actually be irrigated within the year. The net profit according to our anticipations on productive works will be £1,793,300, the net return on capital outlay being 8·81 per cent. or if works still under construction are excluded 10·27 per cent.

37. In addition to the canals in operation there are 59 projects which are either under construction, awaiting sanction or being examined by the professional advisers of the Government. Of these six are Minor Works. The Major Works of which 28 are productive and 25 protective, are designed to irrigate nearly 13 million acres at a total capital cost of about £45 millions, the yield anticipated on the productive works being 7·17 per cent.

38. Of the projects brought forward from the preceding year, I may first refer to the Punjab triple project. The progress of this great work is stated to be satisfactory. The Upper Chenab Canal was opened for irrigation by His Excellency the Viceroy on the 12th April 1912. The Lower Bari Doab Canal will be ready for opening in April next, and it is expected to open the Upper Jhelum Canal by the autumn of 1914. It is hoped that the Upper Swat River canal will be ready by April 1914.

39. Two other projects mentioned last year in my Financial Statement, the Sukkur barrage and the Rohri Canal, have been submitted for the sanction of the Secretary of State, while progress in the case of the Cauvery Reservoir and Sarda-Ganges-Jumna feeder, which have been very favourably reviewed by the technical advisers of the Government of India, is delayed by the necessity of considering the interests of certain Native States which are affected by these undertakings. During the year the Nira Right Bank Canal has also been sanctioned by the Secretary of State at a cost of about 260 lakhs of rupees. It is designed to protect an area of 190,000 acres in the Sholapur District, which above almost all others in India stands in need of protection from drought and famine, and it is the most important project of the protective class which has been undertaken in this country.

40. Of the projects under consideration which have not previously been mentioned, the most imporant are the Kistna Reservoir in Madras, the extension of the Gokak Canal in Bombay, the Sutlej Valley canals and the Jumna dam project in the Punjab. The Kistna project contemplates the construction of a dam at a cost of 8½ crores to hold up a reservoir with a gross capacity of 163,586 million cubic feet of water. The work if constructed will be the largest of its kind in the world exceeding in magnitude the Assuan dam on the Nile which, as now enlarged, has a gross capacity of 81,224 cubic feet. The Gokak Canal extension, which is classed as protective, is to cost nearly 2 crores. The Sutlej Valley project aims at the utilization of the surplus supply of the Sutlej and Beas rivers and it will besides improving the water supply of the several inundation canals now dependent on the Sutlej, extend the benefits of irrigation into the great desert south of the river. It will probably cost 9 crores, while the Jumna dam project, the estimate of which is over 5 crores, provides for the construction of a dam at Koch in the Nahan State to ensure a fuller supply to areas commanded but insufficiently watered by the Western Jumna Canal and extend the irrigation from that canal to some precarious tracts in the Umballa and Karnal Districts.

Provincial Finance.

41. On the subject of Provincial Finance it is fortunately necessary for me to say but little. Two years ago I described in detail the scheme of permanent financial settlements, which we believe secures for both parties to the contract important advantages. In presenting my last Financial Statement I said that the scheme could not have had a better start than the year 1911-12 had given it. Now another year of prosperity has strengthened the position of the Provinces as well as our own. It is not so long ago that the Provincial authorities took a most gloomy view of their financial prospects. I remember well the spirited attack which was made on the Government of India on the subject of the Punjab settlements, and no year passes in which we do not hear the patriotic pleadings of the Hon'ble Pandit Madan Mohan Malaviya and others on behalf of the

United Provinces. To all such representations I may have been held to be unsympathetic, but especially in India time brings the answer. The financial position of the Punjab and the United Provinces is very different now from their position even two or three years ago, and in general the Provinces have built up such substantial balances and have a margin between revenue and expenditure so adequate that they are not only well-to-do for the present but are well protected for the future. I must deal however in some detail with the case of the two Provinces, Assam and Burma, to which it is proposed to give special grants. Financially the conditions in these two Provinces are different. Assam at present has only a temporary settlement and in another two years it will be necessary to revise the terms of our agreement on a more permanent basis. Burma already has its permanent contract, and I am satisfied that the contract is essentially a sound one, for it secures to the Province a substantial growth of revenue which will presently supply it with ample funds for its requirements. At the moment, however, it cannot be denied that the province is in poor circumstances and that in spite of the exercise of due economy it finds a difficulty in squaring resources with requirements. But from another point of view there is a strong resemblance between the conditions in these two Provinces. The equipment of both, in the matter more particularly of communications, is far behind that of the rest of India, and their development is a matter for serious consideration. The question is no doubt what rate of progress is desirable, for ultimately both Provinces will find a sufficiency for their requirements in their own resources. But it is clear that unless we come to the assistance of Burma, progress in that Province will be injuriously delayed. The case of Assam is somewhat different because it was given a substantial grant with which to start its existing settlement; but here again it was recognised that the Province might spend this grant during the period of settlement and it would in the usual course be given a second grant at the beginning of the permanent settlement, the terms of which will shortly have to be considered. The reasons for the grants we propose will now be evident. By making these grants we assist the earlier development of Provinces which are

extremely backward. We anticipate in the case of Assam a liability which might come on us when unfavourable seasons might make it difficult for us to meet it. And since the improvement of communications must make for an improvement of revenue in which the Imperial Government have a share, it may be added that these grants are in the nature of an investment in the business of the firm by the senior partner, namely the Government of India.

Ways and Means.

42. I have now finished with the Revenue account, the account that is to say that is concerned with the money credited to us as a final receipt and the expenditure which we have agreed should be charged against such receipts, and I turn to the question of our Ways and Means.

43. In the current year our programme provided for capital expenditure of nearly £11¾ millions, of which £9 millions were for railways, £1,416,000 for irrigation, and £1,333,000 for Imperial Delhi. We have to meet railway debentures which fell due to the extent of nearly £1½ millions, and the ordinary drawings of India bonds of £½ a million, and we arranged to repay the whole of the outstanding India bills of £4½ millions. The great bulk of these obligations and requirements we proposed to meet by drawing on our balances; but we decided to raise a loan of 3 crores (£2 millions) in India and another of £3 millions in England, and we hoped to obtain £1,810,000 through railway companies apart from the money which they were to raise for the discharge of debentures. In the last item we have been disappointed, for the capital raised by railway companies has been only £495,000. In other respects our assets have increased very greatly above our anticipations. The greater part of the improvement has taken place in the revenue account with which I have already dealt in detail. This improvement shows itself first in the rise of the Imperial surplus from £1,478,000 to £3,362,000, and secondly in the banking account of the Provinces. Originally we had to estimate for a large net withdrawal by provinces; but they have not been able to work up fully to the scale of expenditure for which they had made provision in the Budget. Their own revenues

have been better, and they have received large grants from us, the result of all these changes being that the aggregate provincial account shows now instead of a withdrawal of £1,558,000, a deposit of £4,019,000. On the debit side of our transactions, the most interesting item is the discharge of our India bills. This has now been carried through in accordance with the programme, and it is a matter of very great satisfaction to me that our account has been entirely cleared of these liabilities; our position has by these liquidations been greatly strengthened against the possibility of financial troubles in the future. The capital expenditure on Delhi, as I have already noticed, has been small. On the other hand, canals have taken a little more money than we provided for them in the Budget, and we have been able in the course of the year to make the substantial addition of £1½ millions to the railway programme.

44. In 1913-14 we repeat the provision of £1,333,000 for the new city at Delhi, and we increase the irrigation allotment to £1,467,000. The most prominent feature of the year is however the raising of the provision for the railway programme to no less than £12 millions. The total capital outlay is estimated at £14,800,000. The only other important debits will be, first, the discharge of debt amounting to £1,869,000, chiefly on account of railway debentures which fall due in the course of the year and of the repayment of another £½ million India bonds; secondly, the deficit which is estimated at £2,839,000 in the provincial account. Altogether we have to find about £19½ millions and this we propose to do mainly by utilising our balances. We propose to work to a closing balance of about £17 millions, and on that basis we think we can find £11 millions out of balances. Our revenue surplus will give us £1⅓ millions. We propose to raise a loan of 3 crores (£2 millions) in India. The Secretary of State will not himself issue any sterling loan, but it is hoped that the capital raised by railway companies will give us £3 millions. We depend to the extent of £1½ millions on our unfunded debt transactions, mainly Savings Banks, which we think will result in a net receipt of that amount, and we draw as usual on the grant for the redemption or avoidance of debt. The distribution of the closing balance at which we aim is that we should hold £12,429,000 in

India and £4,442,000 in the Home Treasury. To work to these results after providing for the year's requirements, we estimate that the Secretary of State will sell Council Bills and Telegraphic Transfers on us to the extent of £21,200,000; but in addition he will as usual sell additional bills on India so far as our resources may permit if there is a sufficient demand for them. It will be understood that all my announcements about loans and drawings are subject to the usual reservation; the Secretary of State and the Government of India retaining full discretion to vary the amounts I have mentioned, in any way, and to any extent that may be thought advisable.

Exchange, Currency and Gold Coining.

45. From this survey of our Ways and Means I pass to the adjoining territory of Exchange and Currency where there is some interesting ground to be traversed. I shall first sketch the general conditions of the year which are relevant to this subject. I shall describe a resumption of our rupee coinage, and I shall then pass to a consideration of two important steps in the development of our currency policy.

Exchange.

46. From the description of trade conditions which I gave at the beginning of my speech, it will be at once surmised that there has been no exchange difficulty in the current year. Taking the value of merchandise dealt with on private account the value of Indian exports between April and December 1912 exceeded the value of imports by 61¾ crores, the excess being about 2¾ crores, greater than in the previous year. The outstanding feature of the year is that since the 1st of April last the rate of exchange has never fallen below par, and this is a new thing in our experience. In 1909-10 a rate below 16 pence continued for the first six months of the year. In 1910-11 it lasted from the middle of May to the middle of August. In 1911-12 it held only for two weeks in June and this year it has disappeared. I do not wish to make too much of this feature; but while I remember that there was little employment for money last rains and my friends, the bankers, will point to the high rates of interest that have recently prevailed, I think a tendency is shown in the facts I

have stated, as well as in our figures of rupee absorption and in the traffic returns of railways, to a diminution in the duration and intensity of the slack season and a more even distribution of trade throughout the year which would be very welcome.

47. The balance of trade in our favour, I have said, in nine months has been 61¾ crores. I need not attempt to explain how the whole difference has been equated; but I can account at once for 56¾ crores, for in the settlement of our claims on other countries we imported 12 crores in gold and silver bullion, 18½ crores in sovereigns, and accepted 26¼ crores in Council Bills. The sovereigns, I need hardly say, are not imported necessarily for use as coin, but in order to obtain currency in any form that is desired and they are largely turned into rupees. The absorption of gold, it is true, has continued to increase; in the first six months of 1912-13 it was a million pounds more than in the first six months of 1911-12. But that is only one element in this situation. The financing of the wheat trade which I have said was unusually active took two crores of rupees more from us than in the previous year. Jute, so far as currency is concerned, was a record crop, for the demands on our Calcutta Office in four months amounted to 12 crores of rupees, a sum exceeding even the previous record of 1906 and far above the requirements of any intermediate year. This leads me to the question of the coinage of rupees. We have not added to the rupees in circulation for the last five years. In November 1907 when coinage stopped we had 28 crores of rupees in hand. Then came the scarcity and the commercial crisis of 1907 and 1908 during which instead of an absorption there was a return of rupees from circulation. By September 1909 we had in our possession no less than 48 crores. Since then there has been a steady absorption. It has proceeded at a rate considerably slower than many anticipated though much as I personally expected, but it has gone on year after year and at the end of last April we had no more than 15 crores in hand. It was certain that in the next few months rupees would return; but it was equally certain that the resumption of coinage could not be avoided. The Secretary of State accordingly began to purchase silver in May last. Since then he has purchased £7,060,000 worth. This silver has yielded 15¾ crores of rupees. 10½ crores

passed into our ordinary balances in substitution for the gold used in the purchase, while the remainder, less cost of manufacture representing the profit on coinage, has been credited to the Gold Standard Reserve.

Currency.

48. Having cleared the way by this sketch of the year's history I can proceed to a fuller discussion of the important currency developments which I mentioned, the first relating to the Gold Standard Reserve and the second to the coinage of gold in India. The first has to do with exchange and the requirements of international trade, the second with our internal currency. That there is a nexus between the two cases is clear, but as regards the nature and extent of this nexus widely different opinions are held. We are familiar with the view that a gold standard is impossible without a gold currency. On the other side it is suggested that the currency in the hands of the people is not to any great extent available when coin has to be sent out of the country in settlement of foreign demands. There is also strong opinion in favour of the view that the support which at times becomes necessary not only in this country but elsewhere against an unfavourable balance of trade can best be found not in the currency in circulation but in strong reserves. I do not intend to enter on a discussion of these rival creeds. I would merely like to say that here in India we have made a great experiment in currency, that the experiment has been successful, and that we are satisfied with our system as at present developed. I recognise however that we must always be ready to strengthen and adjust it as the need arises, and that in carrying out such re-enforcements and adjustments we must attend to experience as well as theory and bear in mind that the conditions in India may in certain particulars be special and stand in need of exceptional treatment. This is the principle which should guide us in considering both the matters which I now lay before the Council. I take first the question of the Gold Standard Reserve. That Reserve has already reached the large figure of £22 millions including £4 millions held in rupees in India. But we have never forgotten that in the troubles of 1907-09 we lost in little more than a year no less than £15 millions sterling,

and though we have generally other gold resources on which we could draw, I have always been anxious that the Reserve which is specially earmarked for the support of exchange should be strengthened. I have at the same time felt that it would be an advantage if a larger proportion of this Reserve were held in liquid gold instead of in securities. On these points we have had I think the unanimous support of Indian opinion, but the Secretary of State has not always seen eye to eye with us, and the Council may remember that a year ago I was not sanguine that we should succeed in converting him to our view. We have however succeeded. The Secretary of State has agreed to raise the sterling assets of the Gold Standard Reserve in London to £25 millions and to hold £5 millions of this amount in gold and his decision is gratifying to me as strengthening our defences against the fall in exchange of which there is always a danger in times of adverse trade conditions.

49. On the second development which I have to describe, I fear we cannot hope for the same unanimity of opinion. Yet I feel certain that the two despatches on the subject, which I shall lay, will be read with satisfaction by many, both in this Council and outside it.

Gold Coining.

50. In regard to the coinage of gold I may say that the initial selection of any one coin would not in fact definitely exclude another, for while recommending to the Secretary of State the coinage of sovereigns, the Government of India referred to the future possibility, should it be considered advisable, of introducing some other smaller coin such as a ten-rupee piece. The sovereign introduces questions of control which as between ourselves and the Royal Mint are difficult of solution. For this or for any other reason, the final decision may be, to begin with, a special Indian coin, but the experience we should gain in coining an Indian piece may show that it would be worth our while to undertake the additional trouble and expense which would be involved in the coining of sovereigns.

51. On the general question, as I have said, there is much difference of opinion. There are those who seem to regard an

institution of a gold mint as a cardinal point in currency policy and expect from it sudden and surprising results. Some are indifferent, regarding a gold mint merely as unnecessary, because they say we already get as much gold coin as we need from abroad, while there are others whose attitude is one of mistrust and condemnation, because they suspect that the establishment of a gold mint implies a radical change in the currency policy of the Government, or because they fear what is called the drain of gold to India. The first to my mind exaggerate the importance of the scheme and are unduly sanguine in forecasting its results. The last, I am confident, are unduly apprehensive.

52. The view taken by the Government of India is a very simple and I think obvious one, and it involves no departure whatever from our currency policy. We have no idea of converting our currency into gold. We are not going to buy gold bars in order to coin them. We cannot force a currency on the people, nor do we wish to do so. All we proposed is that if any one who has gold wishes to have it coined he should be able to do so. The position is that in this country both gold and silver are established as legal tender currency. But while we can turn silver into coin, we have not so far been able to coin gold. The argument that, in point of fact, we can get by importation as much gold as we can use, is true but it is incomplete. For one thing India itself produces an amount of gold which is not inconsiderable. At present this goes to London, and it may continue to do so, but it is reasonable and it may prove economical that facilities should be given for coining it in this country if at any time the producers find their advantage in that alternative. Again there is a large quantity of gold bullion in the country. Assuming that the necessity arises of converting it into coin, why should it have to be sent 7,000 miles for the purpose? Or who is to say that it may not on occasion be more profitable or convenient to import and coin gold bullion rather than to import sovereigns? On questions of this kind I strongly deprecate an *à priori* judgment. How any facilities for coining bullion which we give can increase the flow of gold to India I am unable to see. In one form or another India will get precisely the amount of gold which she wants and which she is able to pay for. It may be urged that

the use of gold as currency at any rate is for this country a superfluity. But what does this argument assume? It assumes that for India not gold but some other form of currency is the best. On the other hand some authorities assume that a gold currency is always preferable. I make neither assumption. I leave it to the people to decide what suits them best, and all I say is that if they find they prefer gold they are just as much entitled to it as any other people in the world. Now when we are considering Indian currency we can no longer, as was the case not many years ago, think only of rupees. Out of the total additions to the currency in the three years ending March 1912 amounting to 65 crores, rupees accounted for only 28 crores. The habits of the people in fact are changing. The last Currency Report of the Comptroller General shows clearly that gold has to an increasing extent established itself in ordinary circulation, while the expansion of our note issues gives evidence of a desire for a handier currency than silver and a readiness to use a higher unit than the rupee. While therefore we do not pretend to know to what extent the facilities for coining gold will be used, we think that there are substantial facts to support the sentiment which has frequently been expressed in this country in favour of our having a gold mint of our own. And even without such support I make bold to say that sentiment is not a thing to be disregarded. The sentiment I mean is not that of any particular race, class or community. India is a great country, not only by reason of past achievements in the highest fields of thought, not only by reason of her enormous population and vast area, but because of her rapidly increasing importance in the world of commerce. I confess I think it is sometimes forgotten how big India is, and her growth in the matters with which I am more particularly concerned outstrips our ordinary conceptions of it. We are all united in this common bond that we are fellow citizens of one great Empire, and the sentiment I have in mind is the sentiment that should be common to all the people of a great and growing country. This mint, you may say, of which we are talking is a little thing. But if there is a feeling that India after all is entitled to its own mints and that those mints should be empowered to turn out any coins that India requires, can anyone say that the feeling is in any sense unreasonable? I cannot of course

anticipate the decision that may be reached regarding the denomination of the coin which we should issue, but personally I say that the sentiment which favours a special Indian coin is to me easily intelligible. And I hope that our mints will continue to be Indian in the sense of being free from external control. Our mints may not be the best in the world, but I know of none better. The work they turn out is a credit to the Indian Government, and in saying so, I rely not on my own judgment but on the judgment of experts in Europe who have given me their opinions. This battle of the mints has now lasted for fifteen years. I do not for a moment say that throughout this period the issues have remained the same. The combatants have frequently changed their positions. The composition of the opposing forces has varied, as parties which at one time found themselves in one camp, transferred their allegiance presently to the other. But on the whole, India has fought for a gold mint all these years, and personally I am glad that at a time when my association with the Government of this great country draws to a close, the question is being brought to an issue.

53. The Council will appreciate that all I have said in regard to exchange, currency, and the coining of gold is subject to a reservation. I refer of course to the statement made in the House of Commons by the Prime Minister. Mr. Asquith has stated that in the opinion of the Home Government the time has come for an enquiry into (*inter alia*) questions of currency and finance relating to India by an expert body and preferably by a Royal Commission. I myself believe that our system of currency and finance in India rests on a sufficiently solid foundation. I recognise however that it is the subject of many misunderstandings and of much misconception. A commission of inquiry will clear the air and by increasing knowledge, it will diminish criticism. I believe that it will be educative rather than destructive. Holding this belief, I await with confidence the result of its deliberations on the currency conditions which I have described and which will now have to be submitted to its judgment.

Retrospect.

54. This is my last year of office, and it is permissible that I should review the administration of the Department the control of which I am about to surrender.

55. When I assumed charge towards the end of 1908, the country, after a decade of remarkable prosperity had just passed through a period of distressful scarcity. The relapse was one of a kind to which, by reason of its climatic conditions, India has always been subject; but on this occasion its severity was accentuated by a financial stress that dislocated the world's greatest markets. The gravity of the situation is explained in a word when I say that the year 1908-09 ended not with an anticipated surplus but with a deficit of no less than £3¾ millions. From an agricultural point of view, the next year was favourable; but trade was slow in reviving and as I said when I presented my Financial Statement, the air of hopefulness, which pervaded the country as soon as a good monsoon had assured the agricultural position, was slow in penetrating the Finance Department. I remember well the difficulties which we encountered that year, the necessity we were under of explaining the situation to the large spending Departments and Local Governments, and calling on them to exercise all possible economies in view of our diminished resources, and their loyal response. In addition, when I came to sum up the experiences of the year and forecast the requirements of the next, I found myself faced with a great drop in opium revenue and the necessity of revising at considerable cost our settlement with Eastern Bengal and Assam, and I was forced to propose additional taxation. In 1910-11 the situation changed. Prosperity returned. Our revenues increased. We were able to expand those activities of Government which depend on money resources.

56. In this brief review I have mentioned the increase of taxation which took place in 1910-11. I do not wish to take up the ashes of an old controversy, but I can scarcely pass the subject by. Whatever may be said about it, I am unrepentant. I hold this, indeed I regard as *res judicata*, that the taxation was justified on any reasonable forecast of immediate requirements at the time when it was imposed. I say that its absolute necessity might have been demonstrated at any moment during the last three years if what has now happened in our opium trade had happened previously. But there are other and more general considerations. If we had merely to provide for existing charges, the position would be simple; whenever revenue rose above expenditure, the excess

would be cut off by a reduction in the scale of taxation. But India is not a developed country. It is not a country in which any one can accept the current equipment and the current scale of expenditure as sufficient. I am not suggesting taxation up to the hilt; but in view of urgent and legitimate demands I hold that the real question is not whether we could not have done without further taxation but whether the further taxation has in fact been burdensome. Some of our critics seem at times to forget that development has to be paid for. I claim to have established without hardship a broader basis of taxation which has been and will continue to be of benefit to the country.

57. A point I touch on is economy. Simple though this subject be, it seems to be open to misconception. On the one hand, it has been felt that I have been unnecessarily severe in effecting economies, whilst on the other hand, I have been criticised for assenting to a large increase in expenditure. What I mean by economy is neither the hasty reduction of expenditure in a crisis, nor the opposition to new expenditure without regard to its character or object. What I mean by economy is spending your money on good objects and getting your money's worth for what you spend. This object I have kept in view through good report and through bad report, or rather perhaps I should say through good and bad seasons without distinction, and I claim to have been successful in its attainment.

58. As relevant to this subject I mention the department of audit. That department is one with which, through a long experience, I have been familiar, and I know its value. I have endeavoured in this country to demonstrate my belief in it. I have every reason to think that the position of the Comptroller and Auditor General will be substantially improved, that he will be relieved of other financial duties and will be able to devote his whole time to the development of our audit system. I look for a new spirit in the Audit department, a spirit which will bring about a recognition of its true relationship to the Executive, which will ensure hearty co-operation in the work of Government.

59. A more general question is raised when we co-relate the expenditure we charge to revenue and our capital expenditure.

There is no doubt a competition between these two classes, a competition which Mr. Gokhale has brought out clearly enough in more than one Resolution. But the principles which guide us in determining the allotments to be made for the various heads of revenue expenditure must equally guide us when we come to the distribution as between revenue and capital expenditure of an accrued surplus. There are enthusiasts for education and enthusiasts for railways. The Government of India have to hold the balance between them and endure the disparagement of both. I have always been opposed to any hard and fast rule. The distribution must be determined on a consideration of requirements at the time of allotments. There is another consideration. It is a mistake to regard our revenue and capital accounts as water-tight compartments; there is always a movement from one to the other. In good years the revenue account supplies the capital; that has lately been the ordinary position. But the movement has sometimes been reversed, and if in the last year or two we have been using our surplus partly to pay off temporary debt, it must not be forgotten that that temporary debt was raised in part to make good a revenue deficit. The outstanding difficulty in Indian finance is its liability to extreme vicissitudes. The true use of surplus money in good years is to be found in the reduction and avoidance of debt. That is not a picturesque policy, but it is the only sound one. Now from this point of view what have we done in recent years? At Home our borrowings have been small. That may be the result of necessity rather than of choice; but in India where the market has been improving instead of deteriorating, my loans have been studiously moderate. In 1909, I raised 2½ crores; in 1910, 1½ crores; in 1911, 2 crores; in 1912, 3 crores. The net result of my loan transactions, taking into account discharge of debt, is striking. In the following figures I include both direct borrowings by the Secretary of State and capital raised through Railway Companies:—

In 1909-10 there was a net addition of £13 millions;
In 1910-11 „ „ „ of £6¼ millions;
In 1911-12 „ „ „ of £1½ millions; and
In 1912-13 „ a net decrease of £1 million.

Meanwhile the legitimate demands for non-recurring expenditure—the only demand which could be met from accrued surpluses—of our different departments, more particularly of education and sanitation, have been generously met. A reasonable railway and irrigation programme of capital expenditure has been maintained and while this has been effected, I have at the same time strengthened our position against the possibility of financial troubles by a restriction of borrowings. My restraint in the past will be an asset for my successors in the future.

60. I turn to another element of strength. By the end of 1909 there was practically no gold left in the Government reserves in this country. Since then by the ordinary operations of trade gold has flowed in, till we now hold £19,500,000 in our currency reserve in India. In the same reserve at Home we have £7,300,000; in the Gold Standard Reserve we have £18 millions in gold assets, and we hope, in consequence of the Secretary of State's recent decision, to have eventually £25 millions. At any rate at the moment we have altogether £45 millions in gold and gold securities and that is a bulwark of enormous strength against a fall in exchange. Our currency system seems to be sound. In our English way we have adapted it from time to time to meet requirements as they arose. The result I do not claim is perfect; but we may be satisfied with a scheme if it is practical. It has the approval of economic experts. It has been taken as an exemplar in other countries, and it has the confidence of our business men. If I have to take the responsibility when things go amiss, I am surely entitled to claim a little credit for success. The Indian believes in the efficacy of good intentions. I have meant well by India, and it means much to me in presenting my fifth Budget that I can honestly say that, should financial trouble come on her, India is prepared to meet it.—*L' India farà da se.*

Conclusion.

61. A financial statement, the forerunner of the Budget, has today been presented, for the first time, in Delhi; restored to her pride of place as India's Imperial City. Through centuries Kings of every race have fought to win or keep her: the blood of men and the tears of women have been freely shed to cement the Empires

over which her owners have held sway. But I prefer to think of Delhi, not as the prize of conquest, or the home of conquerors, but as the capital of a contented empire, the abode of peace and prosperity, of wise and prudent counsels. Such I hope she may ever be.

Glorious though she has been, may Delhi rise to glories still greater; the glories—to quote the words of the Viceroy's speech which it devolved on me to read to you in the Diwan-i-Am—of "the peace, happiness and contentment of the millions over whom the King-Emperor exercises sway, the trust and confidence which England has been able to repose on their loyalty, the generous share which she had been able to give to the sons of India in sharing her councils and in shaping the destiny of this great and wonderful country."

It rests largely with you and your successors in this Council to bring our hopes to fruition.

This is my last Budget, and this day practically ends my career in India.

I shall sever my connection with India with profound sorrow; but I rejoice exceedingly that I shall leave her loyal and prosperous.

GUY FLEETWOOD WILSON.

DELHI, *March 1st, 1913.*

SPEECHES, ETC., IN LEGISLATIVE COUNCILS.

Extract from the Proceedings of the Council of the Governor General of India, held at Delhi on Monday, 27th January 1913.

The Hon'ble Sir C. H. Armstrong:—"Your Excellency, on behalf of the European members of this Council, I venture to say how very pleased and thankful we are to see you here to-day, restored to health, after the awful crime perpetrated upon you on the day of the State entry. We have watched with the very greatest interest the daily reports of your health, and congratulate you

most heartily on your wonderful recovery and escape. We earnestly hope that you may be spared to continue your good work amongst us, and that you may soon be restored to that perfect health without which the great work you have undertaken cannot be carried on. We deplore more than I can say the awful crime that was perpetrated against you, and can only hope that by firm and good government, deeds of this character will be completely wiped out. Let me assure you again what a very great pleasure it is to see you here again to-day."

Indian Companies Bill.

The Hon'ble Sir C. H. Armstrong :—"I welcome the introduction of this Bill, and hope it will be passed very much on the lines on which it has been drafted. Many small alterations, to fit the special conditions in this country, are, no doubt, necessary, but on the whole subject, however, to one or two alterations and additions of a more or less material character, the framers of the measure have done very well to follow on the lines of recent English legislation from which there should be as few variations as possible.

"An Act of this character can be looked at from two points of view; as a measure on the one hand fair to all concerned, neither hampering unduly promoters, Managing Agents and others whose initiative and industry ought to be encouraged in the interests of the community generally, or, on the other hand, putting shareholders and depositors, who are supposed to be men with a certain amount of common sense, in such a position of security as to make the lives of Directors and Agents almost a burden, and the difficulties of carrying on a joint-stock company so great as to discourage enterprise and so limit the field of investment, which at the present time in India ought most certainly to be encouraged in every way possible. The Bill now under discussion seems to take a middle course, and as it stands it will, I think, be generally approved by those whose judgment is not perhaps warped in favour of one point of view or the other.

"Many suggestions will, no doubt, be made to enlarge the scope of the Bill for the protection of shareholders and depositors who

may be reckless in their investments—and unfortunately there are always many such—but I hope all attempts in this direction will be resisted and that the Bill will eventually emerge as a sound and prudent measure under which company management and the rights of shareholders and depositors will be more clearly stated and defined. It would be a mistake, I think, in a measure of this kind to legislate on the assumption that a large majority of Directors are careless or incapable, and that Managing Agents are seeking only their own good and are not studying the interests of their shareholders.

"Black sheep there will always be in every community, and in the nature of things losses will be incurred at times even by the most prudent investor; but this does not mean that the law should be so stringent that honest and well-managed concerns will be hampered in their management to the detriment of the business generally and of the shareholders in particular. The Bill as drafted meets with my approval, because it is a moderate measure in every way, and this, in my opinion, is an essential characteristic of a Bill of this nature. It is certainly, in my opinion and in the opinion of the Chamber I represent, of first importance that the Indian Law should, as nearly as circumstances will admit, be uniform with the English Law, and if this is admitted additional clauses such as, I understand, may be suggested, severely regulating the status and position of Agents and Managing Agents and giving undue protection to unsecured creditors must be thrown out.

"The Bill as framed defines a clear course of management for Companies which, if adhered to, will form a sufficient protection to depositors and shareholders. In speaking as I do, I understand, however that a Bill may shortly be introduced to deal specially with banking in this country; and, if so, there ought to be a clause in this measure dealing with the appointment of Officers and Managers and not permitting, as I noticed the other day in a prospectus of a new bank in Bombay with a large capital, the appointment of a particular firm as Agents and Managers for a term of several hundred years. A provision of this kind is so ridiculous that it ought to deter the general public from investing

a single rupee, but unfortunately in this as in many other countries conditions of management and so forth are not studied by the ordinary investor, and the press, as a rule, does not keep the public fully informed on such matters.

"A depositors' protection clause, which, I understand, may be suggested, is to the effect that no pledge, charge, mortgage or any interest in the movable or immovable property of the company can be created when the company has debts without the written consent of the creditors or without paying up those creditors who do not consent.

"Now the object of this clause, if suggested, is to protect imprudent lenders, and under certain circumstances to give them security for their advances which at the time they were made they were content not to require; but what would be the position of companies if they could not promptly raise money on mortgage, often for temporary purposes, except with the practical certainty of having to pay off unsecured lenders. I am positive that under such circumstances company management in many cases would be quite unworkable, and I feel pretty certain that before very long it would be absolutely necessary to repeal any clause of this character.

'The question of Managing Agents and similar appointments will, no doubt, give rise to some discussion; but I submit that if the term 'Managers' is made to include persons actually managing, whether under the control of Directors or not, as also any person, firm or company appointed or acting as Agents of a company, it will provide sufficient protection to the investing public, and that any extension regulating in greater detail their status and position would go beyond the scope of the proposed legislation. The Hon'ble Member has made certain suggestions in this matter with which, so far as I can judge at the moment, I quite agree.

"A clause I should be very glad to see inserted is one relating to company advertisements and to the amount of capital stated which should always clearly indicate the amount paid up, if the authorised or subscribed capital is also stated. I am quite aware that no similar clause exists in the English Act, and the reason

probably is, that the need for it has not arisen, but in this country I have noticed in the last few years many advertisements of a very misleading character, and I think it very advisable that this objectionable practice should be stopped. It is a clause relating principally, no doubt, to banking advertisements; and if a Banking Bill is to be introduced later on, a clause of this character should also appear in it; but in the Companies' Bill it is also very desirable; and as this view is very generally held, I hope the Hon'ble Member in charge of this measure will introduce a clause of this nature when the Bill is before the Select Committee.

"Section 142, with reference to Auditors, I thoroughly approve, and regard it as one of the most important sections in the Bill. Here also, I admit, there is no similar clause in the English Act; but in England, with hardly an exception shareholders take very good care that a thoroughly qualified Auditor is appointed.

"In India it is different, but this, to a large extent, is probably because only a few really qualified Auditors exist; and in taking up the question as is now proposed, and by agreeing to grant certificates to suitable men from amongst whom only may Auditors be chosen, the Bill is bringing into existence in this country a profession which is badly needed, and which undoubtedly will be of the very greatest value and one of the greatest safeguards in the future. Schools of Accountancy should be started, wherever possible, and all help should be given to those who are willing to enter this profession.

"In connection with the winding up of companies, it should, I think, be enacted that where two or more indebted to each other, or closely connected in business, whether by having the same Managing Agents or otherwise, are being wound up, either by the Court or in any other way, the same person shall not be appointed Liquidator for two or more such companies; the reason for this being that the indebtedness of one company to another means a clash of interest which only independent Liquidators should be allowed to deal with. I am certainly opposed to suggestions which may be put forward with reference to unduly limiting the powers of a Liquidator appointed by the Court, whose work at all times is

subject to the direction of the Court. One sympathises no doubt with creditors, but it does not follow from this that the view of a majority is necessarily in the best interests of the whole body of creditors; nor do I think it in any way follows that an Advisory Committee would really help a Liquidator who was honestly striving to do his best for the creditors and shareholders of the firm he was winding up. I can well imagine that competent Liquidators would not act under such conditions, and if so, any material restrictions of this kind would probably, in practice, be very prejudicial.

"The form of balance-sheet subjoined to Table A ought also to receive attention. As it stands it is clearly a copy of an old form, and what is now wanted is information in some respects of a more definite character, though to a large extent this will come more appropriately in a Banking Bill. A point I would, however, particularly direct attention to, is the necessity for a more precise description of the character of the debts for which a company is liable, whether, for instance, they are secured on mortgages or debenture bonds or by a lien or charge on the property or assets of the company, so that it may be known at a glance what property and assets of a company are free and available for the general body of creditors. Information of this kind is very necessary, and should not be objected to by the management of any company. A balance-sheet without giving too much information away should show, as clearly as possible, to an intending investor or depositor the general position of the company; and if it does this a creditor in most cases will only have himself to blame if he takes undue risks. Another point—but this refers perhaps more particularly to banking—is that on the credit side there should be items for debts considered good for which the company holds personal security only, and also for which the company holds other security. The word 'security' now-a-days very often means only 'personal,' and this is apt to be misleading to the uninitiated. It should, as far as possible, be made perfectly clear whether the security is only a personal one or something more tangible.

"The only other point I need touch on is the omission in the Bill to exempt private companies from filing their balance-sheets,

and this should be rectified not only because the exception appears in the English Act, but because a private company which cannot invite the public to subscribe for its shares or debentures is practically nothing more than a partnership concern, which has become incorporated as a private limited company to facilitate the arrangement of capital for various reasons, for instance, on account of the death or retirement of a partner, etc. It is very advisable, I think, that the formation of these private companies should be encouraged; but if their affairs have to be submitted to the public, there will be less inclination to adopt this system, and the result will be a continuation of privately-owned firms about which it is so very difficult to get any reliable information.

"It may and probably will be argued that the balance-sheets of private limited companies should be filed, but when the alternative is considered, it will, I think, be conceded that the English exemption is preferable. It should also be enacted that there is no restriction on such companies regarding the appointment of Auditors. The matter is one which really concerns only the firms themselves, and it may be taken for granted that they will do what they consider best for the interests and security of their business. This question of the filing of balance-sheets also applies to companies established outside British India, registered, for instance, as many of them are at present in the United Kingdom. No restriction of the kind should be placed on such companies; and on those registered in other countries, it will be sufficient if they file with the Registrar under the Indian Act a copy of the balance-sheet required by the law of their country of origin, provided that, in the opinion of the Government of India, the company law of such country is established on a satisfactory basis. The wording in this section, No. 310, 'which establishes a place of business' is perhaps rather vague in its application to this country, for business methods in India differ in many ways from those of Great Britain. This point is one which seems to require a good deal of consideration, and what is necessary is, that the expression, 'establishes a place of business in British India' should be defined with necessary limitations.

"To revert again to the subject of private companies, I should be glad to see the inclusion of a provision enabling a public company

to become a private company, if a suitable section could be framed; as the Bill stands at present, if such a course is to be carried out it can only be done at the expense of the public company going into liquidation, which in this country it is always desirable to avoid, the public being apt to look upon a liquidation as a sign that the company concerned is unable to meet its engagements.

"These, Mr. President, are the remarks I now wish to offer on the Bill as it stands. It is a piece of legislation which has been needed for a long time, and is all the more necessary now that company promoting is making such strides in this country. If in Select Committee it is carefully borne in mind that Directors, Agents and Managing Agents must not be unduly harassed, the measure, no doubt, will prove a workable one and of the very greatest value to traders in this country and to investors here and elsewhere."

White Phosphorus Matches Prohibition Bill.

The Hon'ble Sir C. H. Armstrong:—"Sir, this question has already been discussed more than once in this Council, and on this occasion I have only a very few remarks to offer. The Bill comes before us again in its original form, but with a full Statement of Objects and Reasons which I have perused with very great interest. When the Bill was first introduced in September 1911, I contended that, owing to vastly improved machinery in Norway and Sweden, from which countries India draws its supplies of these matches from Europe, the disease of necrosis has been almost stamped out. In March last, I gave some figures in support of this statement. From the information that we have now before us, it appears that in nine years in Sweden the number of admitted cases was less than two per annum, and that in Norway where there are, I admit, a less number of workers, there were two cases in three years. Now the American figures, I admit, are not so favourable; but if I am correctly informed, the match that has lately been prohibited in America differs in some respects from the match which this Bill asks us to prohibit, as it is made very largely by hand.

Now, that there should be any risk of disease in this or in any other industry, is, of course, very much to be regretted, and I do regret it. But I think that after all the case of India should be considered mainly from the point of view of Norway and Sweden —mainly from the figures that we have before us for Norway and Sweden—which perhaps do not show that the risks incidental to this industry are any greater than the risks in other industries, notably those where lead and arsenic are employed, and where workers are subjected to risks fully as great as those to which the workers in match factories in Norway and Sweden are now exposed. If, however, notwithstanding this, this Bill should become law, I can only hope that at no very distant date, a 'strike-anywhere' match will be made to suit the needs and climate of this country, at a cost which will not be greater than the price of those matches which have been bought so largely by agricultural and other labourers in this country for a great many years. There is one alteration I would ask the Hon'ble Mr. Clark to make in this Bill, and that is to extend the date by 12 months. I am quite well aware of the understanding that was arrived at in March last when this question was postponed for further consideration; and if this point had been realized by those who are engaged in the trade, I would not, of course, have referred to it. I find, however, on making inquiries at the ports that merchants had not fully realized that this understanding had been arrived at, and I am told that the usual contracts for a year or more have already been made. It would, therefore, be a very great convenience to all concerned if the dates mentioned in the Bill could be extended by 12 months; and, in the meantime, I can only hope that some suitable match will be made to get over the present difficulty."

Extract from the Proceedings of the Council of the Governor General of India, held at Delhi on Saturday, 8th March 1913.

Questions and Answers.

The Hon'ble Sir Charles Armstrong asked:—

"Will the Government be pleased to state—

(*a*) the quantity and cost of silver purchased for coinage actually coined during the year ending 31st December last?

(*b*) the number of rupees into which such silver was coined?

(*c*) the amount of profit on such coinage?

(*d*) whether such profit has been paid over to the Gold Standard Reserve in gold or how?

(*e*) whether the money for the purchase of the silver coined was provided from the proceeds of sales of Council Bills or transfers drawn against the Paper Currency reserves?

(*f*) if the reply to (*e*) is in the affirmative, will Government be pleased to issue a statement showing the amounts of bills or transfers so drawn and the rate of exchange at which they were sold?"

The Hon'ble Mr. Gillan replied:—

"(*a*) The quantity and cost of silver purchased for coinage during the year ending the 31st December last were as follows:—

Quantity—136,405,000 tolas or 51,152,000 oz. of silver of Indian standard.

Value—£6,061,100.

Of this, 11,000,000 tolas or 4,125,000 oz. of silver, valued at £500,000, was in transit on the 31st December 1912, and an equal quantity, valued at the same price, was received in India towards the close of the year and was taken up for coinage in January.

(*b*) The quantity of silver taken up for coinage during the year was therefore 114,405,000 tolas, value £5,061,100. Ten crores of rupees were coined and issued from the mints and the balance of 14,405,000 tolas were in process of coinage on the 31st December.

(*c*) The profit on the above coinage amounted approximately to 351 lakhs of rupees.

(*d*) Three hundred and ten lakhs of rupees, the amount required to bring the silver portion of the Gold Standard Reserve to the standard figure of six crores, have been paid to the reserve in silver and the balance of profits in gold.

(*e*) and (*f*) The money required for the purchase of silver was provided from the cash balances of the Secretary of State for India into which the proceeds of Council Bills are paid. No sales can be earmarked as for this purpose."

The Hon'ble Sir Charles Armstrong asked:—

"Arising from these answers I should like to ask why it was necessary to coin into rupees the profit on silver transactions?"

The Hon'ble Mr. Gillan replied:—

"Will the Hon'ble Member give notice of the question."

Extract from the Proceedings of the Council of the Governor General of India held at Delhi on the 17th March 1913.

Questions and Answers.

The Hon'ble Sir Charles Armstrong asked:—

"Will the Government be pleased to state whether lately it has been the practice to maintain treasury balances in London beyond the actual requirements of the Secretary of State for the purpose of a working balance?

If so, does the adoption of the practice indicate a change of policy; and, if so, will the Government be pleased to state the reasons which have called for such change of policy?"

The Hon'ble Mr. Gillan replied:—

"The balance held by the Secretary of State has recently been in excess of his immediate requirements. This circumstance has resulted from the fact that the balances in the aggregate have been unusually high, and indicates no change of policy."

Resolution regarding loss of Opium Revenue.

The Hon'ble Sir Charles Armstrong:—"I think, Sir, it is a very great pity that the Hon'ble mover of this Resolution did not give us some figures and percentages of our trade. He tells us that, if we would put a duty on imports from foreign countries, we should probably be able to make up a loss of revenue which, I think, he mentioned at about 5 millions. The Resolution itself is

a preferential Resolution, but some of the speeches have more or less touched on the question of fiscal autonomy; and if we take the figures we find that last year our imports from Great Britain were about 62½ per cent. of the whole of our imports. If we take Great Britain and the Colonies together, I think the figure would come to something like 70 to 75 per cent. of the whole trade. That leaves a matter of 25 to 30 per cent. to be taxed. The Hon'ble mover has told us we may very well tax our imports from France, Belgium, and—I think the first country he mentioned was—Austria Hungary. The percentage of our import trade with Austria Hungary is 1·9 per cent., with Belgium it is 1·7 per cent., with France it is 1·5 per cent. I think he also mentioned Italy, and that is 9 per cent. I notice he said nothing about Java. Our import trade with Java comes to 6·8 per cent., and is made up almost entirely of sugar, which the people of this country require; and, of course, if we were to put a heavy tax on that, the people of this country would have to pay it. The next country which follows Java is Germany, with 6·5 per cent. Of course, there are certain things which come from Germany which, possibly, we might make in this country; but so far as increasing our trade with Great Britain is concerned, I don't think it would bring that about at all; because, at any rate, as far as manufactured goods are concerned, those that are made in Germany are a class of goods which the British manufacturer will not make, because there is not sufficient money in the business. The people of Lancashire, for instance, so far as piece-goods are concerned, can employ their labourers to very much greater advantage on more expensive goods, and they will not make those cheap goods which now come from Germany.

"As regards the export trade, I think the Hon'ble mover seemed to miss the point altogether. There is no doubt whatever that the whole of our financial system depends upon our favourable balance of trade, and I shall certainly be very much against anything in the way of taxing our exports on that account."

Resolution regarding Customs Duty on Sugar imported from Foreign Countries.

The Hon'ble Sir Charles Armstrong:—"Sir, the mover of this Resolution has told us that, if an additional duty of 5 per cent. is

put on sugar, we shall raise, I think he said, 60 lakhs of rupees, and he has further told us that this 60 lakhs of rupees would not, in his opinion, fall upon the consumer. We have also had from the seconder of the Resolution the remarkable statement 'that the Indian people have no liking for foreign sugar.'

"Well, I beg to differ from the mover of the Resolution as regards the question of the 60 lakhs of rupees. I feel certain that, if we do impose an additional tariff on sugar, practically all of it would be paid by the consumer in this country; and I think the reason why foreign sugar is preferred to Indian sugar is this, because it is altogether a better class. The people of this country, with their increasing wealth, now require a better class of sugar than they had formerly, and this, I think, accounts for the very largely increased imports that are now coming in from Java. The production of sugar in this country is, of course, very large, and I feel certain that, if the people of this country would only produce refined sugar of a class similar to that which comes in from Java and other foreign countries, the people of this country would be exceedingly glad to buy it."

Extract from the Proceedings of the Council of the Governor General of India, held at Delhi on 18th March 1913.

Indian Companies Bill.

The Hon'ble Sir Charles Armstrong:—"Sir, I beg to move the following amendment:—

> 'That the short title in clause 1 of the Bill, as amended by the Select Committee, be altered to the Indian Companies (Consolidation) Act, 1913;'

and I do this so that the Bill may agree with the preamble, which says that it is expedient to consolidate and amend the law relating to trading companies. As a matter of fact, this Bill consolidates the Companies Acts of 1882, 1887, 1891, 1895, 1900 and 1910. I would like to point out that the preamble to the Indian Companies Act of 1882 said: 'Whereas it is expedient to amend,' etc., whereas the preamble to this one says that it is expedient to 'consolidate and amend.' There is no doubt whatever that this Act

is a consolidating Act; and I am advised that confusion will arise, unless the title of the Act is as I have moved in this amendment."

The Hon'ble Mr. Clark:—"The point, Sir, is really a technical one. An Act is not called a consolidating Act, if it effects any amendment in the law. It is a very important matter of drafting that consolidation should be purely consolidation without any sort of alteration in the existing law, that is, should be simply the putting together of existing Acts. In this case, of course, we have introduced amendments into the existing Act; and, therefore, it is a Bill to consolidate and amend, and not a consolidating Bill, pure and simple. I am afraid, therefore, that we cannot put in the words which the Hon'ble Member suggests."

The amendment was put and negatived.

The Hon'ble Sir Charles Armstrong:—"Sir, may I be allowed to move the alternative amendment which stands in my name—No. 7 on the agenda paper?"

The President:—"You have dropped No. 6, namely, that in sub-clause (1) of clause 75 of the said Bill, the word 'authorized' be omitted."

The Hon'ble Sir Charles Armstrong:—"I have dropped No. 6."

The President:—"Sir Charles Armstrong will move amendment No. 7."

The Hon'ble Sir Charles Armstrong:—"Sir, I beg to move the following amendment, that for *sub-clause* 1 *of clause* 75 of the said Bill, the following sub-clause be substituted, namely:—

'(1) Where any notice, advertisement or other official publication of a company contains *any statement as to the capital of the company*, such notice, advertisement or other official publication shall also contain a statement in an equally prominent position and in equally conspicuous characters of the amount of the capital which is authorized, also of the amount subscribed and the amount paid-up.'

Publication of authorized as well as subscribed and paid-up Capital.

"My object in moving this amendment is so that we may have a really effective clause in the Bill which will absolutely prevent a misleading advertisement regarding the working capital of a company. The clause, as it stands, has this effect, that if a company advertises its authorized capital, it must also advertise its subscribed capital and the amount paid-up. But I would put this before the Council: supposing a company is started with the object of getting as much money as it can from the general public; supposing the authorized capital of that company is one crore of rupees, the subscribed capital of the company is 50 lakhs, and the paid-up capital is 1 lakh. The company in its advertisement will probably simply put 'Capital 50 lakhs'; and I contend that that would be an extremely misleading advertisement. What we want to get at, is the working or paid-up capital of every company; and if a company merely advertises 50 lakhs and says nothing more, then I think that that is a very misleading advertisement, which we ought to take precautions against. I may be told, in reply to this, that the clause is similar to one which now exists in the Indian Life Insurance Bill; but I do not think that is any reason why we should incorporate a clause which is really ineffective in a Bill of this character. I may be told also that, if the 50 lakhs of capital are subscribed, the depositors are safeguarded by the liability of those who have subscribed this capital to pay up in case the company goes into liquidation. But in the case of a company such as I have described, the shareholders would, in all probability, be men of straw, and would not be able to pay up in case the company goes into liquidation. The clause that I have proposed, I claim, is an infinitely better one than the clause in the Bill. My clause compels the company, if it makes any reference at all to capital, to state the authorized amount, the amount subscribed and also the amount paid-up; and that is really what we want to get at. The clause, as it stands in the Bill, only meets the difficulty half-way. It simply says that, if a company advertises its authorised capital, it must also state its subscribed capital and its paid-up capital. What we want to get at in any case is the paid-up capital, the working capital, and by making reference to subscribed capital, I contend that a company's advertisement can be of an extremely misleading character.

I hope, therefore, that this amendment will be adopted by the Council."

The Hon'ble Sir Charles Armstrong :—"May I ask if this section can be postponed along with the others that will be considered a year hence?"

The Hon'ble Mr. Clark :—"I am afraid not."

The Hon'ble Sir Charles Armstrong :—"My contention is that if we are going to do anything at all in this way let us do it properly. I contend that the clause as it stands in the Bill does not meet the point that we have been considering for so very long. What we wish to do is to protect depositors from misleading advertisements; and there can be very little doubt that the clause which I have suggested is infinitely better than the clause in the Bill. I think it will be a very great pity, while we have an opportunity of putting a proper clause into the Bill, that we should not do so."

The Hon'ble Sir Charles Armstrong :—"Sir, I beg to move that under the heading quoted, 'Capital and Liabilities,' in Form F in the Third Schedule to the Bill, the item 'Loans Unsecured' be inserted after the item 'Loans Otherwise Secured.' I also am not depressed at the rejection of my first two amendments, but I do hope that this one will be accepted, because it will tend to clearness in the balance sheet. I must congratulate the Select Committee on the very excellent balance sheet which they have put forward; but I think it will be very much improved if they will adopt my suggestion and add the item 'Loans Unsecured' after the item 'Loans Otherwise Secured.' I may explain that in Bombay and Ahmedabad, and generally in Western India, there are a great many loans taken from depositors on three, four, six and twelve months. These come to a very large sum, and it is very advisable, I think, that in a balance sheet there should be a separate heading for them, so that one may be able to see at a glance what the position of the company is. Of course, if this amendment is not adopted, they will be placed under the head of 'Liabilities for other finance,' but that seems to me rather a clumsy way of treating the matter. I suggest, therefore, that there should be a special head put in for them."

The Hon'ble Mr. Clark :—"I quite agree with the Hon'ble Sir Charles Armstrong that this will be a great improvement in the balance sheet, and Government has much pleasure in accepting the amendment."

The amendment was put and agreed to.

Extract from the Proceedings of the Council of the Governor General of India, held at Delhi on 24th March 1913.

Budget, 1913-14.

The Hon'ble Sir Charles Armstrong :—"I desire, Mr. President, to offer a few remarks on two subjects only—Railways and a Gold Coinage—and as regards the former I regret the unsatisfactory character of paragraph 33 of the Financial Statement. It is, I think, very easy to be overcautious. Caution is always advisable, but if this matter was really regarded 'as a strictly business proposition,' and these are the words used in paragraph 33—a scheme would surely, ere this, have been put forward to raise money for investment in an enterprise which in the current year has returned as much as 5·89 per cent. and in the three years previous an average of nearly $4\frac{3}{4}$ per cent.; and as this is an all over rate, the return on the main lines carrying the trade of the country must have been much greater. As a business proposition, even if the money be raised at 4 per cent., the return on the whole system is satisfactory, and in the hope—I might also say with the certainty—of something better during the next few years, a business man would strain every nerve to increase his wealth by investing more money in the undertaking. For the coming year—thanks to ample balances—a larger grant has been given; but if 12 months hence the balances are reduced as forecasted in the Financial Statement, railways in 1914-15 will have to look elsewhere for funds; and although supplies will, no doubt, be obtained from other sources—but whether sufficient or not time alone will show—the feeling is that, so far as Railway Finance is concerned, there is no settled plan, and that this is a most unfortunate position to be in. If the seasons are good and money flows in, railways get an increased grant, although it may.

come too late to be spent; but if the reverse is the case, it is urged that there are no funds readily available, and the serious check to development that then takes place affects the trade and prosperity of the years to come. I do not think Chambers of Commerce are unfair critics in this matter. One can sympathise with merchants and shippers, many of whom have known for years that the railways were being neglected, when in a year of exceptional plenty trade is more or less completely disorganized by the inability of the railways to carry the traffic expeditiously. I admit that during the past year the railways have carried immense supplies, but when the pressure came it was obvious at once that the carrying capacity of the lines was deficient; and if it was excess caution that has kept development back the last few years, I can only say that the country has suffered for it; merchants have suffered for it, and much trade has been lost. The President of the Railway Board told us the other day that the policy of the Board was to go on steadily improving existing lines, great care being taken at the same time that good value was obtained for the money spent. This is, of course, as it should be, but if money is stinted what can the Railway Board do? And it is to this point of providing ample funds over a series of years that the commercial community are now so very anxious that special attention should be given. I felt sure there would be something in the Financial Statement bearing on this point, but what we are told is, that, even temporarily, that is to say, on the chance of an occasional bad season, our railways must never be allowed to become again a burden on the general taxpayer; and to ensure this our expenditure on this rapidly growing business is apparently being kept within bounds merely, it seems, to prevent a small loss every now and again. The profit that might be made in prosperous years by increasing expenditure is, however, overlooked, and I feel sure, I can say with safety, that the average would always be a very satisfactory return.

"From the Financial Statement itself it is gathered, I much regret to say, that the total Budget grant for Revenue expenditure on Railways in 1913-14 has been cut down considerably below the amount which the various railways have put forward as necessary for their requirements, and this led me on the 14th to send up three questions on the subject, which most unfortunately

arrived too late. Any step of this kind means a reduction in the Revenue provision for works, and has the effect also of reducing the Capital expenditure as well. Surely this is not the time to curtail expenditure on works of improvement chargeable wholly or partly to Revenue intended to increase the carrying capacity of the railways and moreover as stores for works in 1913-14 have already been arranged for if work is to be curtailed, interest will have to be paid on the value of the material, which cannot be drawn and utilized, and this creates an unfortunate position. I feel bound to say that, as regards methods and expenditure on railways, the position is unsatisfactory, and this being so Chambers of Commerce must continue to urge, by all means in their power, that the railway systems of the country shall be brought up as quickly as possible to a thorough state of efficiency.

"As regards a gold coinage, I desire, in the first place, to offer my warmest congratulations to the Government of India on their Despatch of 16th May last on the subject of the *establishment* of a Mint for the coinage of gold in India. The arguments advanced in favour of the coinage of gold appear to me to be overwhelming. It restores to our gold standard policy an essential principle which has been too long neglected, when it says 'it is, we think, an indisputable fact that the establishment of a gold currency was regarded as the logical and natural sequence of the closing of the mints to silver, and as the necessary accompaniment of the establishment of a gold standard'; and in a short historical survery of the opinions of the Herschell and Fowler Currency Committees, and of the intentions of both the Government of India and the Secretary of State, following on the reports of those Committees, it is clearly demonstrated that a gold currency was regarded as, and intended to be, the natural result of the introduction of the gold standard. It is of the utmost importance that that principle thus authoritatively laid down and accepted should be made effective. From a purely scientific point of view, I believe, the principle is unassailable. From a practical working point of view, it may be admitted that difficulties had to be met and overcome; but we now know from the correspondence which has been published that the chief difficulties

which blocked the way to the provision of a gold coinage in India at a much earlier date were created by authorities in England. Apart from those obstacles there would probably have been difficulties to overcome in India at first in getting gold coins produced from an Indian Mint to pass into circulation with sufficient facility to obviate the coinage of token rupees on a large scale. That difficulty still remains so far as a large portion of the country is concerned; but another difficulty to the effective establishment of a circulation of gold has been added, because of the enormous additions to the token coinage in the interval. That is a situation which must be accepted and faced, however much we may regret it. But it affords no excuse for a continuance of the policy of drift of which it is the off-spring. We cannot retrace our steps and begin afresh. But we can determine that for the future every effort shall be made to minimise further inflation of the silver coinage and to encourage instead the use of gold in the circulation, and to that end recognition of the principle that a gold currency, in the words of the Despatch, is the necessary accompaniment of the establishment of a gold standard, is the first step, and the opening of a Mint to the free coinage of gold is the next. Efforts have been made in various directions to make it appear that the Government of India have been directing their energies to the establishment, not of a gold standard, but a gold exchange standard. It is a matter for congratulation to the whole community to find nothing in the Despatch which countenances such a preposterous idea.

"I have said that the principle I have been referring to has been too long neglected. The consequence has been that the token coinage has been added to, in the words of the Indian Correspondent of the *Times*, to an extent beyond all sense of balance and proportion. The Despatch brings out in bold relief the disabilities of such a system when it emphasizes the importance of the responsibilities which rest upon Government for the maintenance of the gold value of the rupee, notwithstanding the fact that Government do not undertake to give gold for rupees. That is a responsibility which appears to be lightly regarded in many directions, but it is satisfactory to find that the Government of India labour under no illusions respecting it. They

admit that, although the crisis of 1907-08 was safely tided over, the lesson went home that they must vigilantly aim at strengthening their gold position. They suggest that the situation which arose in 1907-08 may be experienced again, and the difficulties then encountered may, on another occasion, be much accentuated. No responsible person will venture to dispute that, when it is remembered that the vast additions to the token circulation have been made as the result of, and to carry, booming trade at high prices, and when the changing habits of the public in the matter of currency, referred to in the despatch, are also taken into account. The extent of the responsibility is an unknown quantity, while the measures taken to enable Government to meet it cannot be regarded as sound. Those measures take the form of reserves formed from the profits on all new silver coinage only, there being no separate reserve against the very large rupee circulation which existed before the change of standards. Those profits are, of necessity, of a fluctuating quantity—the greater the silver coinage requirements, the higher the price of silver will be forced and consequently the smaller will be the profits to go to the reserve. The tendency is thus towards a minimum of reserves against the maximum of responsibility. As the liabilities increase the proportion of reserves tends to diminish. On the face of it that is not sound business. Under such circumstances, it is not surprising to find Government saying 'we are driven to the conclusion that our only possible policy is to base our standard on two sure foundations, adding gradually to the reserve of gold in England an effective gold currency in this country.' The Secretary of State found the chief result anticipated from the proposals contained in the Despatch, would be to attract to the Mint bullion now held in India. I venture to think that it would have been more correct to say that the chief result anticipated by the Despatch was to 'diminish the pressure on the Government of India for the coinage of silver' and to 'keep down the heavy responsibility that rests on them for the convertibility of the rupee.' But in any case the necessity that Government should take measures to lessen as much as possible that responsibility appears to me to be the paramount consideration.

"It is a matter for regret that the Secretary of State does not appear to have received the proposals of the Government of India with the consideration which, I humbly think, was due to the proposals as a whole, and to the supporting arguments. The conclusion he reached was that, having regard first to the case with which holders of gold bullion in India can, as a rule, exchange it for currency, whether sovereigns, notes or rupees, if they wish to do so; and, secondly, to the probability that the gold imported into India is so imported, because it is preferred in that form rather than in that of coin, the adoption of the proposals would not be likely to have any considerable effect of the kind anticipated, but that the experiment is worth trying if it can be done at a moderate expense or on a self-supporting basis. Now I venture to say that the very worst thing that can be attempted in connection with the currency is that some action should be openly taken by way of experiment, and no more undesirable object of experimentation can be imagined than an open Mint for gold. The arguments of the Government of India prove the absolute necessity for a gold coinage in India. Why, then, agree to open the Mint to gold and brand it with the repellent name of an experiment before it is born? That is not the way to inspire confidence in the minds of the public in such an important matter. A gold Mint being a necessity, it should be opened to remain open, and every effort should be made to ensure that the new gold coinage shall be a success in the circulation. The Secretary of State would further make the opening of the Mint to gold conditional on it being done at a moderate expense or on a self-supporting basis. The Government of India Despatch had stated 'the objection that the sovereign would be an expensive coin is one that carries little weight.' The actual minting of the sovereign is, we believe, comparatively simple and cheap, and the cost of making the necessary additions to the present equipment of the Bombay Mint would be inconsiderable. The matter of expense does not appear, therefore, a material consideration. It is, I take it, unlikely that the minting of sovereigns would place the Mint on a self-supporting basis, if the intention is adhered to not to charge a seignorage on minting.

"Also in view of the seasonal trade of India and the import of gold in satisfaction of the Indian trade balance occurring, as a rule, only during a portion of the year, there might not be constant employment for the Mint. But place against any loss that may arise on that account the great responsibilities thrown on Government by the existing system, and I think the possible loss will be regarded as diminutive. The Secretary of State has himself undertaken to borrow, if necessary, to maintain the gold value of the rupee. An effective gold currency would greatly reduce his liability in that respect. Is it not worth securing such a reduction at the comparatively small cost of maintaining an open gold Mint?

"Although, however, the Secretary of State is not, apparently, favourably disposed to the opening of a Mint for the coinage of sovereigns, he is prepared to sanction the coining of an Indian gold coin of the denomination of, say, Rs. 10; but here again he places obstacles in the way by making his sanction subject to a charge for seignorage, and to the expenditure to be incurred for buildings, plant and additional staff. The Government of India had proposed that no seignorage should be charged for the coining of sovereigns. The counter-proposal is to charge a seignorage on the minting of an Indian coin. It seems a penny-wise-pound-foolish policy to seek to obstruct the establishment of a gold Mint on the score of expense, which can hardly be very heavy, when we reflect that the gold standard has been of immense benefit to India; that a gold coinage is a necessary part of the gold standard; and that if a gold coinage had been introduced years ago as intended, and the attainment of a gold currency had been steadily pursued in the interval, the currency would have been on a much more satisfactory footing to-day, and the contingent liability on the token coinage much reduced.

"In his speech introducing the Financial Statement, the Hon'ble Sir Guy Fleetwood Wilson seemed to indicate that, to begin with, a special Indian coin would be struck at the Mint in place of the sovereign which was contemplated in the Despatch of the 16th May. I should like to ask him, on the supposition that the Mint will strike only an Indian coin, whether, in the

event of sovereigns continuing to arrive in volume greater than the absorption into the active currency of those coins, Government would convert sovereigns so received into the Indian gold coins contemplated? The Despatch of last May only dealt with coinage from bullion, but it might be necessary to coin from sovereigns if these continued to arrive in excess of the absorptive powers of the active circulation. Also, it appears to me that such conversion of sovereigns would be necessary to begin with by way of send-off to the new Indian coinage, and to provide the treasuries throughout the country with the means of familiarising the public with them. The object being to establish an effective gold coinage, it seems necessary to encourage the use of gold in every possible way, and encouragement to be of any practical value must be accompanied by supplies of the new coins in sufficient volume to prevent them from being regarded as mere specimens only. Also, measures are necessary to gain the confidence of the general public that they will not be losers by taking the new coins. One of the greatest obstacles to the sovereign attaining popularity is that the poorer classes fear a loss when they come to exchange it for rupees—a fear which is not groundless, when to many the only means of exchange is at the hands of the sowcar. Government can improve the prospects of the success of an Indian gold coin by making as wide provision as possible for the conversion into rupees of gold coins to the poorer classes at treasuries, post offices, etc. On this point, I think, the proposals so far announced are defective. It will not be enough to merely open the Mint to the coinage of gold and pay no attention to the encouragement of the use of the gold coins to be struck. No-one will advocate forcing the coins into circulation, but there are many ways by which the use of, and the circulation of, gold coins can be facilitated. The object ought to be to endeavour to minimise further additions to the token coinage by facilitating the use of gold to take the place of fresh silver coinage, and it would be of advantage to know what measures Government propose to take in this direction. A great deal is being heard of the fact that Government did not formally refer the question of the opening of the Mint to gold to Local Governments, Chambers of Commerce, etc. It seems to me, however, that Government are now proposing only to complete the

gold standard policy on the lines originally laid down and accepted. It would be the height of incongruity to introduce a gold standard on the recommendations of one set of authorities, and make the most essential features of that policy dependent on the approval of a separate set of authorities. In this connection I would bring to the notice of the Council a shipment to London of over £600,000 of light gold coin which could have been dealt with in this country if we had a gold Mint. I hope this question of an open gold Mint for India will be properly investigated by the Royal Commission, to which however India must be properly represented and before which competent Indian witnesses must be examined.

"Sir, I was also unfortunate, I regret to say, in sending up too late various questions on financial matters which seem to need an answer at the present time. My limit of time does not permit me to deal with them on this occasion, but it will be interesting later on to learn the original intentions of Government regarding the 5/4 crores of profit (less cost of manufactures), on the silver purchases of last year, whether the amount coined from this did not increase the silver branch of the Gold Standard Reserve beyond the maximum formerly fixed, of six crores of rupees; and if so, why the surplus was coined and not carried to this Reserve? Also, why it is necessary to maintain the silver branch of the Gold Standard Reserve in view of the large reserves in gold belonging to the Paper Currency Reserve now held in London.

"In conclusion, Sir, I desire to congratulate Sir Guy Fleetwood Wilson on his successful management of our finances for the past five years, and to express my regret that this is his last Budget, and that his work in India is now drawing to its close. Sir Guy has had critical times to contend with, and it must be very gratifying to him to feel that his last Budget shows a big surplus, and that prospects for the future are very hopeful. Sir Guy's personal contact with the commercial and banking communities has been very much appreciated on my side of India. We much regret his departure, and can only hope that his successor, whoever he may be, will be equally accessible."

Extract from the Proceedings of the Council of the Governor of Bombay, held at Poona on 28th July 1913.

Budget of the Government of Bombay for 1913-14.

The Honourable Mr. W. L. Graham said:—Your Excellency, as representing the Bombay Chamber of Commerce in this Council, I rise to express the satisfaction that is felt on all sides on the action of Government in establishing a College of Commerce, and seeing for the first time in the Budget a grant made for this purpose under the heading Education.

It is recognized that this step will be most beneficial in the farther advancement of commercial enterprize in this Presidency, giving those who pursue their studies into the higher fields of Commerce, the opportunity of studying the economic development of finance and industry, which, it is hoped, will result in steady and continued progress in the successful management, and administration of commercial enterprize in this Presidency. The programme of studies to be undertaken will, no doubt, be forthcoming at a later date, when the Principal-designate for the College has arrived and has acquainted himself with the needs of the Community.

The education of Auditors, to meet with the requirements of the New Companies Act, will in itself constitute an important branch of the studies in this College of Commerce. For this and other branches of study, able lecturers will be required. I understand the scheme embraces the appointment of a Principal and two lecturers, besides the establishment of the College staff.

The sum allocated in the Budget, Rs. 18,500, does not seem sufficient or adequate for the purpose, and the questions I beg to raise are to ask how this estimated sum has been arrived at, and how the scheme is to be further developed.

Extract from the Proceedings of the Council of the Governor of Bombay, held at Poona on 30th July 1913.

Resolution regarding constitution of Electorates.

The Honourable Mr. W. L. Graham said:—Your Excellency in the speech which the Honourable Sir Ibrahim Rahimtoolla

made supporting the Resolution which stands in his name, he said that "Election by Associations can increase or reduce their membership, and that therefore such representations should not receive the sanction of Government." I think this requires explanation, as I do not think any association can inflate or deflate itself at its own will and pleasure like a balloon.

As he alluded to trades and industries being at present represented by Associations, I feel it my duty to speak on behalf of the body whom I have the honour to represent. I cannot, for a moment, believe the Honourable Sir Ibrahim has any intention to disenfranchise the Chamber of Commerce; nor do I know what steps he proposes should be introduced. All the leading firms and other bodies in Bombay, who have a stake in the trade of this country and Port of Bombay, are members of the Chamber of Commerce and all these firms vote. The conditions, therefore, prevailing are such that I take it that Sir Ibrahim Rahimtoolla does not refer to the body (the Chamber of Commerce), which I have the honour to represent, and I should be glad to have his assurance on that point.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.
Total Amount of Notes in circulation on the 31st December 1913	64,56,78,875
Total Rs. ...	64,56,78,875

RESERVE.	Rs.
Gold Coins and Bullion in India	22,75,69,665
" " " " England	9,15,00,000
Silver Coins in India	17,10,45,707
" Bullion under Coinage	1,57,63,057
" " in transit between India and England	.....
Securities held in India	9,99,99,946
" " " England	4,00,00,000
	64,58,78,375
Deduct—Amount due on Bills drawn by one circle on another	2,00,000
Total Rs. ...	64,56,78,375

BALANCE OF THE GOLD STANDARD RESERVE	£
on the 31st December 1913 in India and in England	24,416,582
Total £ ...	24,416,582

	£
Rupees in India equivalent to (£ 1 = Rs. 15).	3,339,749
Gold in India	1,475,000
Gold set aside in the Bank of England ...	2,695,000
Cash placed by the Secretary of State for India in Council at short notice	1,015,227
British and Colonial Government Securities and Corporation of London Bonds held on 30th September 1913 (Market price)... ...	15,320,856
British Securities since purchased (cost price).	570,750
Total £ ...	24,416,582

COUNCIL BILLS.	£
Amount in the Revised Estimate to be remitted to the Secretary of State during 1913-14.	30,750,000
Add—Amount remitted in excess	435,265
Total £ ...	31,185,265

	£
Remitted from 1st April 1913 to 28th March 1914 by Council Bills	*31,185,265
Total £ ...	31,185,265

* Of this sum £ 2,150,000 has been taken to the account of the Gold Standard Reserve.

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 30th December 1913	Rs. 5,24,77,713

BALANCE HELD IN CASH IN THE CIVIL TREASURIES of the Government of India and at the credit of the Government in the Presidency Banks and their Branches on the 31st December 1909 ...	Rs. 10,15,84,000
" " " " " " " 1910 ...	" 13,17,85,000
" " " " " " " 1911 ...	" 14,61,10,000
" " " " " " " 1912 ...	" 21,99,40,000
" " " " " " " 1913 ...	" 18,16,60,000

COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints).	Official year, 1910-11.	Official year, 1911-12.	Official year, 1912-13.
Whole and Small Coins (including British Dollars)	Rs. 3,63,68,739	Rs. 11,31,56,039	Rs. 20,82,74,274

NET PROFIT ON COINAGE for the year ending 31st December 1913	Rs. 4,04,25,000

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers at the end of March 1909...	14,43,66,433
" " " " " " " " " 1910...	15,21,19,933
" " " " " " " " " 1911...	12,79,60,733
" " " " " " " " " 1912...	11,74,06,033
" " " " " " " " " 1913...	11,20,29,433
" " " " " " " " " 1914...	10,06,83,933

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports into Bombay during the year 1913.
(*From 1st January to 31st December 1913.*)

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	14,90,08,104	1,84,94,505	45,000	5,23,56,468	.....	29,072	41
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	69	35,81,557	4,91,739	.....	.....	666	225
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	24,45,320	67,72,500	.....	3,45,000	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	.....	.....	.....	59,65,500	7,981	86,920	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	10,57,68,547	65,837	.....	.....	1,271	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	.....	1,27,21,800	19,19,553	1,200	313	75,32,837	3,423
ALL INDIAN PORTS	600	4,950	.....	.....	.....	1,86,451	.....
Total Imports from 1st January to 31st December 1913	15,14,54,093	14,73,43,859	25,22,129	5,86,68,168	8,294	78,37,217	3,691
Imported same time last year ...	12,67,22,847	30,44,22,950	23,09,425	8,72,71,307	45,00,670	42,69,629	33,814

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1913.

(*From 1st January to 31st December* 1913.)

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,41,34,237	... ...	... ...	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York... ...	... ...	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	.....	.....	.....	31,85,943	.....	.....
EGYPT—							
Alexandria, Suez & Port Said ...	... ...	.....	5,470	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	4,55,070	60,480	.....	.....	.....	.....
OTHER FOREIGN PORTS	... ...	36,08,965	4,12,902	.....	.....	90,80,312	.....
ALL INDIAN PORTS...	.....	60,000	.....	1,38,880	.....	3,02,400	.....
Total Exports from 1st January to 31st December 1913... ...	3,41,34,237	41,24,035	4,78,852	1,38,880	31,85,943	93,82,712	... ...
Exported same time last year ...	3,38,87,672	25,76,685	3,54,175	84,224	2,48,37,688	1,33,57,363	96,400

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted). [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War, In '63 & '64 Bombay imported cotton from China.		1888 ...	1,472	893	58	951	500	1,451
1865 ...	...	1,065	1	1,066			1889 ...	1,851	1,286	46	1,332	565	1,897
1866 ...	...	1,187	14	1,201	42	1,243	1890 ...	2,235	1,488	71	1,559	636	2,195
1867 ...	...	1,277	5	1,282	46	1,328	1891 ...	2,020	1,670	107	1,777	762	1,939
1868 ...	...	1,030	48	1,078	47	1,125	1892 ...	1,770	905	262	1,107	728	1,835
1869 ...	...	1,225	56	1,281	48	1,329	1893 ...	1,738	816	169	985	724	1,709
1870 ...	...	1,115	50	1,165	49	1,214	1894 ...	1,769	908	159	1,067	731	1,798
1871 ...	...	967	39	1,006	50	1,056	1895 ...	1,540	525	143	668	815	1,483
1872 ...	1,085	1,002	48	1,050	52	1,102	1896 ...	2,151	800	346	1,146	849	1,995
1873 ...	1,151	1,079	34	1,113	53	1,166	1897 ...	1,612	603	405	1,008	703	1,711
1874 ...	978	917	34	951	67	1,018	1898 ...	1,730	424	409	833	817	1,650
1875 ...	1,311	1,192	25	1,217	83	1,300	1899 ...	2,033	578	520	1,098	951	2,049
1876 ...	1,345	1,285	20	1,305	135	1,440	1900 ...	988	117	444	561	745	1,306
1877 ...	1,073	980	35	1,015	147	1,162	1901 ...	1,896	620	340	960	696	1,656
1878 ...	1,141	920	38	958	161	1,119	1902 ...	2,142	525	732	1,257	987	2,244
1879 ...	961	800	46	846	204	1,050	1903 ...	2,454	924	349	1,270	986	2,256
1880 ...	832	652	64	716	181	897	1904 ...	2,151	1,036	423	1,459	973	2,432
1881 ...	1,171	874	34	908	220	1,128	1905 ...	2,609	384	604	1,048	1,072	2,120
1882 ...	1,832	1,521	87	1,608	277	1,885	1906 ...	2,663	1,017	477	1,494	1,141	2,635
1883 ...	1,770	1,335	95	1,430	313	1,743	1907 ...	2,919	1,169	747	1,916	1,115	3,031
1884 ...	1,759	1,295	100	1,395	348	1,743	1908 ...	2,123	731	454	1,185	1,079	2,264
1885 ...	1,139	791	70	861	392	1,253	1909 ...	2,166	643	723	1,366	1,099	2,465
1886 ...	1,480	1,009	61	1,070	391	1,461	1910 ...	3,152	1,054	968	2,022	984	3,006
1887 ...	1,703	1,147	40	1,187	454	1,641	1911 ...	2,467	1,014	668	1,682	953	2,635
							1912 ...	2,540	333	923	1,306	1,078	2,384

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.
In thousands of Bales (000's omitted). [*Year ending 31st August.*

Year ending 31st August.	Receipts.		Total Receipts.	Exports.			Total Exports.	Mill Consumption.	Total.
	India.	Foreign Countries.		Europe.	China and Japan.	Elsewhere.			
1913	2,718	46	2,764	533	1,023	31	1,587	1,047	2,634

N.B.—As noted in the Chamber's Report for 1913 page 11, the figures shown above represent the volume of trade in cotton from 1st September to 31st August, instead of for the year ending 30th June as was previously the case.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ...	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,272
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,592
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ...	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,07,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,724	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,300
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,680
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904...	92,59,32,723	38,52,61,072	1,31,11,83,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906...	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	29957	1906-1907.	1,17,24,15,294	44,57,98,114	1,61,82,13,408
1908 ...	30576	1907-1908...	1,36,53,80,464	42,28,44,977	1,78,82,25,441
1909 ...	31490	1908-1909...	1,28,77,81,788	22,74,41,677	1,51,52 23,465
1910 ...	32099	1909-1910.	1,22,64,97,224	37,52,34,734	1,60,17,31,958
1911 ...	32859	1910-1911..	1,33,70,57,458	39,77,35,730	1,73,47,93,188
1912 ...	33484	1911-1912..	1,44,05,54,383	53,47,08,480	1,97,52,62,863
1913 ...	†.....	1912-1913 .	1,66,68,16,683	61,66,37,536	2,28,29,54,219

† Figures not received up to time of publication of this Report.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1865 ...	3363	1864-65 ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66 ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,63,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7822	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891, ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ..	18510	1892-93 ...	1,06,57,46,716	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06,51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	29957	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	30576	1907-1908..	1,77,37,29,392	5,44,85,901	1,82,82,14,393
1909 ...	31490	1908-1909..	1,53,14,31,953	6,32,02,465	1,59,46,34,418
1910 ...	32099	1909-1910..	1,87,83,04,410	6,39,90,403	1,94,22,94,813
1911 ...	32839	1910-1911.	2,10,15,16,030	7,12,69,254	2,17,27,85,284
1912 ...	33484	1911-1912.	2,37,98,82,325	10,37,39,063	2,38,36,21,388
1913 ...	†.....	1912-1913..	2,46,67,62,180	10,63,17,656	2,57,30,79,836

† Figures not received up to time of publication of this Report.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1907-1908 *to* 1912-1913.

	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPORTS—						
Merchandise, Private.						
Bengal, Eastern Bengal and Assam ...	53,15,30,568	44,84,03,383	47,20,02,182	49,08,65,877	52,62,33,705	62,21,41,765
Bombay	44,81,60,812	40,43,14,617	39,54,29,958	47,35,44,096	49,35,16,427	56,77,75,958
Sind	10,52,17,250	11,31,75,340	9,96,99,945	11,52,40,011	13,22,46,699	15,11,43,703
Madras	10,25,48,745	11,54,57,655	9,46,46,701	10,63,62,041	11,69,22,117	13,03,86,786
British Burmah	11,14,93,567	13,13,06,270	10,88,10,060	10,75,28,143	11,68,29,885	13,87,10,322
Total ...	1,29,89,50,942	1,21,26,57,265	1,17,05,88,846	1,29,35,40,168	1,38,57,48,833	1,61,01,58,534
Ditto Government Stores	6,64,29,522	7,51,24,523	5,59,08,378	4,35,17,290	5,48,05,550	5,61,58,149
Total Merchandise ...	1,36,53,80,464	1,28,77,81,788	1,22,64,97,224	1,33,70,57,456	1,44,05,54,383	1,66,63,16,683
Treasure, Private.						
Bengal, Eastern Bengal and Assam ...	7,47,84,261	3,58,41,082	5,46,65,370	5,07,68,147	8,42,83,020	5,67,43,127
Bombay	23,38,87,501	17,71,05,974	29,68,84,117	32,60,97,509	43,02,27,299	46,38,26,481
Sind	87,83,456	58,71,089	82,69,519	1,12,00,265	99,00,503	26,58,941
Madras	88,31,138	68,95,809	1,29,92,754	71,96,596	42,31,221	31,53,131
British Burmah	19,17,936	6,04,577	14,48,975	17,85,411	55,78,890	65,98,363
Total ...	32,82,04,292	22,63,18,531	37,42,60,735	39,70,47,928	53,42,20,933	51,19,80,042
Ditto Government	9,46,40,685	11,23,146	9,73,999	6,87,862	4,87,547	10,46,57,494
Total Treasure ...	42,28,44,977	22,74,41,677	37,52,34,734	39,77,35,730	53,47,08,480	61,66,37,536
Grand Total of Imports ...	1,78,82,25,441	1,51,52,23,465	1,60,17,31,958	1,73,47,93,188	1,97,52,62,863	2,28,29,54,219
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal and Assam ...	21,48,320	24,92,609	16,75,729	24,84,545	1,27,22,829	32,23,108
Bombay	2,90,42,132	2,30,36,111	2,63,38,158	3,26,28,662	3,57,13,134	3,33,95,891

Sind	47,73,138	46,24,538	38,75,221	49,80,102	90,75,810	80,17,720
Madras	10,45,463	10,29,610	14,42,681	18,36,715	21,55,257	19,37,275
British Burmah	6,64,300	5,24,441	5,54,564	6,80,471	6,04,483	8,26,875
Total ...	3,76,73,353	3,17,07,299	3,38,86,353	4,26,10,495	6,02,71,513	4,74,00,669
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	73,64,24,409	70,88,23,371	74,51,35,615	82,56,69,792	90,27,16,146	1,01,08,27,949
Bombay	45,89,80,122	39,80,03,709	52,91,91,833	59,77,66,803	59,51,96,194	55,78,33,811
Sind	17,60,85,027	8,14,22,068	21,54,14,577	21,60,85,470	23,79,81,276	31,54,47,596
Madras	18,61,76,091	18,15,62,482	19,37,07,423	20,89,63,213	22,88,51,438	24,74,94,299
British Burmah	17,71,16,569	12,87,61,013	16,01,37,182	20,96,24,416	25,34,25,136	28,64,68,079
Total ...	1,73,47,82,218	1,49,85,72,643	1,84,35,86,630	2,05,81,09,694	2,21,81,70,190	2,41,80,71,734
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	73,85,72,729	71,13,15,980	74,68,11,344	82,81,54,337	91,54,38,975	1,01,40,51,057
Bombay	48,80,22,254	42,10,39,820	55,55,20,991	63,03,95,465	63,09,09,328	59,12,29,502
Sind	18,08,58,165	8,60,46,596	21,92,89,798	22,10,65,572	24,70,57,086	32,34,65,316
Madras	18,72,21,554	18,25,92,092	19,51,50,104	21,07,99,928	23,10,06,695	24,94,31,574
British Burmah	17,77,80,869	12,92,85,454	16,06,91,746	21 03,04,887	25,40,29,619	28,72,94,954
Total ...	1,77,24,55,571	1,53,02,79,942	1,87,74,72,983	2,10,07,20,189	2,27,84,41,703	2,46,54,72,403
Ditto Government Stores	12,73,831	11,52,011	8,31,427	7,95,841	14,40,622	12,89,777
Total Merchandise ...	1,77,37,29,392	1,53,14,31,953	1,87,83,04,410	2,10,15,16,030	2,27,98,82,325	2,46,67,62,180
Treasure, Private.						
Bengal, Eastern Bengal and Assam... ...	42,30,542	49,58,417	16,90,108	45,13,726	10,10,236	14,38,853
Bombay	4,40,34,073	4,92,81,881	5,14,06,291	5,55,04,498	9,46,49,803	6,48,50,586
Sind	15,50,773	7,51,394	31,46,165	39,92,909	33,94,154	4,92,473
Madras	45,39,618	41,34,544	75,57,939	68,80,939	42,82,020	36,42,560
British Burmah	1,07,275	4,40,500	1,32,300	2,87,837	2,79,980	33,475
Total ...	5,44,62,281	5,95,66,736	6,39,33,303	7,11,79,909	10,36,16,193	7,04,57,897
Ditto Government	22,720	36,35,729	57,100	89,345	1,22,870	3,58,59,759
Total Treasure ...	5,44,85,001	6,32,02,465	6,39,90,403	7,12,69,254	10,37,39,063	10,63,17,656
Grand Total of Exports ...	1,82,82,14,393	1,59,46,34,418	1,94,22,94,813	2,17,27,85,284	2,38,36,21,388	2,57,30,79,836

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1911, 1912 and 1913.

ARTICLES.	Quantities.			Value.		
	1911.	1912.	1913.	1911.	1912.	1913.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	15,456	13,054	12,387	49,34,790	37,64,550	37,73,430
Apparel, including Lamettas ... ... value.	.....	.....	.....	1,49,27,235	1,61,60,790	1,71,78,060
Haberdashery and Millinery ... ... ,,	.....	.....	.....	1,47,61,485	1,40,79,405	1,56,61,455
Arms, Ammunition and Military Stores... ,,	.....	.....	.....	31,61,655	36,75,035	38,82,165
Books and Printed Matters ... ... cwts.	33,732	32,436	30,944	45,95,886	42,62,820	46,18,470
Building and Engineering Materials ... value.	.....	.....	.....	63,81,450	75,35,360	1,11,64,905
Coffee ... ... cwts.	4,936	3,611	5,259	2,01,960	1,53,930	2,37,630
Coal, Coke and Patent Fuel ... ... tons.	318,669	560,791	644,934	54,44,940	98,29,635	1,21,65,780
Cotton—Raw ... ... cwts.	193,158	806,384	105,969	90,25,230	3,27,03,300	50,93,955
,, Twist and Yarn ... ... lbs.	41,302,860	50,085,156	44,853,065	3,92,25,240	4,35,88,320	4,19,44,635
,, Piece-Goods ... ...yards..	2,416,912,895	2,809,187,215	3,172,814,048	43,05,18,240	49,18,40,625	57,99,48,330
,, Fents of all descriptions ... ,,	.....	25,918,979	37,298,433	2,80,99,845	34,58,535	54,20,385
,, Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....		3,07,35,105	3,96,98,320
Corals... ... ... lbs.	44,463	59,007	46,419	59,790	86,190	48,270
Chemicals ... ... value.	.....	.....	.....	94,63,740	93,40,425	1,00,51,320
Clocks and Watches and parts thereof ... ,,	.....	.....	.....	23,60,010	23,03,475	27,19,485
Candles ... ... lbs.	2,706,220	2,286,396	2,375,042	8,36,535	7,07,145	7,83,930

Cutlery	value.	.....	.....	.....	21,79,605	22,21,965	27,14,655
Drugs and Medicines (excluding Chemicals and Narcotics)	„	.....	.....	.....	99,22,845	1,03,28,910	1,17,17,190
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	13,730,499	17,240,101	17,701,542	90,46,005	1,09,36,485	1,1[illegible],15,560
„ other sorts	cwts.	83,602	78,231	83,638	34,73,805	34,56,135	38,47,545
Earthenware and Porcelain	value.	.....	.....	.....	59,60,175	53,88,495	61,90,395
Fish (excluding Canned Fish)	cwts.	190,842	189,014	212,772	28 38,215	28,80,225	32,63,130
Fruits and Vegetables (Dry and Fresh) ...	value.	.....	.....	.....	1,07,88,375	1,13,27,460	1,12,85,070
Flax manufactured and unmanufactured	„	.....	.....	.....	29,43,885	32,41,215	41,06,715
Gums and Resins	cwts.	134,618	168,123	149,017	23,21,415	29,62,665	25,17,240
Glass and Glassware	value.	.....	.....	.....	1,52,81,760	1,65,89,055	1,99,57,050
Hides and Skins, dressed and undressed—							
Hides	cwts.	10,605	9,306	5,717	7,72,515	7,59,480	5,03,070
Skins	„	22,568	25,996	29,104	19,13,160	19,36,695	24,98,145
Hardware, excluding Cutlery	value.	.....	.....	.....	3,03,10,530	3,30,54 465	3,90,11,730
Electroplatedware	„	.....	.....	.....		4,27,365	7,01,580
Instruments, Apparatus and Appliances and parts thereof...	„	.....	.....	.....	1,25,47,170	1,40,06,670	1,76,43,570
Telephones, Materials for construction and Accessories	„	.....	.....	.....		2,22,255	2,72,525
Ivory, unmanufactured	lbs.	271,413	256,191	243,941	22,12,635	20,47,335	20,48,190
Jewellery and Plate of Gold and Silver, excluding Imitation Jewellery and Precious Stones	value.	.....	.....	.....	33,62,730	20,99,130	19,73,610
Precious Stones and Pearls, unset... ...	„	.....	.....	.....	88,70,955	1,07,62,725	1,11,97,650
Carried over ...		.....	.....	.....	69,78,38,805	80,88,69,375	90,70,55,445

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

ARTICLES	Quantities.			Value.		
	1911.	1912.	1913.	1611.	1912.	1913.
				Rs.	Rs.	Rs.
Brought forward ...	.....	.....	.....	69,78,38,805	80,38,69,375	90,70,55,445
Liquors—Ale, Beer and Porter ... gallons.	4,186,837	4,521,260	4,634,419	53,74,155	63,47,790	65,84,865
„ Spirits ... ... „	1,563,442	1,584,698	1,712,080	1,07,27,910	1,11,02,880	1,21,32,105
„ Wines, Liqueurs, &c. ... ... „	355,211	351,882	399,362	31,62,075	30,07,620	34,07,160
Leather, unwrought and manufactures, excluding Boots and Shoes ... value.	.....	.....	.....	39,61,935	31,70,640	24,77,970
„ Belting for Machinery ... ... „					26,31,060	42,13,275
„ Boots and Shoes *... ... ... pairs.	2,224,174	2,544,373	3,139,686	52,10,895	63,61,695	77,18,385
Metals and Ores ... ... tons.	726,499	740,269	976,087	14,42,03,820	14,33,49,840	20,55,82,065
Matches ... ... value.	.....	.....	.....	85,18,725	98,40,225	89,95,455
Machinery and Millwork ... ... „	.....	.....	.....	4,22,81,460	5,93,75,400	6,88,14,975
Sewing and Knitting Machines and parts thereof ... ... „	.....	.....	.....	24,06,915	27,91,155	46,18,785
Typewriters, parts of and Accessories ... „	.....	.....	.....	8,16,105	9,60,075	11,90,850
Oil, mineral—Kerosine oil ... gallons.	75,219,394	62,353,653	66,759,805	3,11,82,810	2,47,28,670	2,70,44,970
„ „ other kinds ... ... „	28,847,242	29,973,438	25,413,397	1,01,19,585	1,11,76,575	1,24,04,805
„ all other kinds ... ... „	895,399	1,023,761	1,465,662	19,94,340	21,53,280	27,41,670
Paraffin Wax ... ... cwts	8,465	6,763	13,127	1,36,185	99,165	1,93,065
Provisions and Oilmanstores ... ... value.	.....	.....	.....	1,85,05,755	2,22,83,370	2,48,89,920

Paints and Colours ... ... cwts.	320,805	337,476	375,129	50,07,930	56,30,565	63,56,205
Painters' Materials ... ... value.	.....	.....	.....	20,33,550	16,31,745	17,03,805
Paper and Pasteboard ... ... „	.....	.....	.....	1,16,11,920	1,35,83,400	1,58,99,505
Perfumery ... ... „	.....	.....	.....	3,67,575	4,50,045	5,36,340
Railway Plant and Rolling Stock ... „	.....	.....	.....	4,57,58,220	5,78,55,345	9,01,71,375
Salt ... ... tons.	551,560	551,736	590,431	83,10,165	82,30,680	85,56,855
Silk, Raw ... ... lbs.	2,379,705	3,522,940	2,382,682	1,05,81,825	1,70,92,410	1,14,82,995
„ waste ... ... „		83,535	94,898		1,10,895	1,31,850
„ Piece-Goods (including goods mixed with other materials) ... ... yards.	31,611,262	33,367,238	38,805,129	2,24,59,185	2,38,02,345	2,81,24,475
Soap ... ... cwts.	306,360	331,742	378,006	59,63,415	67,82,430	76,64,970
Stationery (excluding Paper) ... ... value.	.....	.....	.....	53,52,765	61,33,455	69,85,935
Spices ... ... lbs.	138,188,004	151,857,989	134,124,856	1,49,16,075	1,66,77,945	1,66,08,900
Sugar, Refined ... ... cwts.	11,139,416	12,035,517	14,998,515	11,65,06,860	12,75,71,805	13,67,53,350
„ Unrefined, Molasses and Confectionery „	2,389,947	2,059,563	2,157,103	88,48,860	75,03,675	81,78,495
Saccharin ... ... „	195	734	407	60,120	1,37,025	1,57,710
Tobacco, manufactured and unmanufactured lbs.	2,088,744	2,182,993	2,638,436	64,58,970	64,08,870	77,69,775
Tea, Black and Green ... ... „	6,617,891	4,587,282	4,884,970	29,17,620	21,49,155	23,00,145
Toys and Requisites for Games & Sports . value.	.....	.....	.....	40,21,200	40,83,915	44,39,970
Umbrellas ... ... No.	1,383,030	1,438,792	1,961,841	14,87,970	16,25,580	21,28,620
Wood, Timber ... ... cubic tons.	84,252	80,419	93,909	64,84,950	58,65,465	71,67,060
„ other sorts ... ... value.	.....	.....	.....	10,05,630	9,35,880	11,61,000
Wool, Raw ... ... lbs.	2,719,281	4,011,108	3,714,410	14,36,835	20,73,615	20,24,070
„ Piece-Goods ... ... yards.	24,516,155	20,422,082	27,486,678	2,35,83,540	1,93,15,695	2,52,85,560
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	1,09,59,855	1,11,26,685	1,31,26,215
All other Articles ... ... „	.....	.....	.....	7,08,03,750	6,75,40,950	9,67,29,285
Total Value Rs. ...	.....	.....	.....	1,37,33,80,290	1,53,25,68,390	1,80,15,10,230

* Of Leather and other Materials.

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1911, 1912 and 1913.

ARTICLES.	Quantities.			Value.		
	1911.	1912.	1913.	1911.	1912.	1913.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	219,584	311,935	197,076	1,16,22,480	1,80,46,755	1,20,00,630
Cotton—Raw ... ... ,,	7,419,496	7,197,190	9,467,268	32,12,05,650	26,41,21,605	37,49,36,250
,, Twist and Yarn ... ... lbs.	139,217,528	195,126,818	198,837,748	7,02,78,510	9,47,11,290	9,75,78,090
,, Piece-Goods ... ... yards.	86,713,158	87,720,426	86,980,746	2,03,73,465	2,13,21,840	2,08,98,600
,, Shawls, Hosiery, &c. ... ... value.	.....	.....	.....	22,14,135	18,93,345	15,69,720
Coir, Unmanufactured ... ... cwts.	11,909	9,343	13,578	1,21,575	94,530	1,54,590
,, Manufactured (excluding Rope) ... ,,	694,357	748,331	777,432	75,68,175	83,07,330	89,28,960
Dyeing and Colouring Materials—						
Indigo ... ... ,,	17,259	18,431	12,843	33,83,415	35,61,960	24,15,720
Myrabollams ... ... ,,	1,328,913	1,278,973	1,235,866	53,91,330	55,46,605	56,37,450
Cutch and Gambier ... ... ,,	102,215	69,378	59,113	16,98,825	10,78,875	9,19,530
Other sorts ... ... ,,	130,002	131,992	153,666	15,18,195	15,31,755	15,93,510
Fish (excluding Canned Fish) ... ... ,,	277,463	235,851	270,857	42,44,610	35,37,660	41,95,860
Fruits and Vegetables (Dry and Fresh)... value.	.....	.....	.....	44,81,025	48,62,370	57,49,200

Grain and Pulse—						
Rice in the Husk ... ... cwt.	802,163	1,163,753	611,153	24,37,875	41,67,570	20,72,820
„ not in the Husk ... ... „	51,008,433	55,042,271	50,967,268	26,44,94,175	33,16,77,705	28,22,82,480
Wheat ... ... „	27,963,364	34,964,604	26,976,658	13,64,60,355	18,41,23,830	14,77,70,025
„ Flour ... ... „	1,016,862	1,249,907	1,615,063	77,96,760	98,44,185	1,26,40,965
Other sorts, excluding Rice Flour ... „	12,535,456	28,364,785	10,032,180	4,65,07,230	12,16,39,650	4,43,60,100
Hides and Skins—						
Hides ... ... „	1,061,147	1,362,116	1,327,416	7,04,05,230	9,24,47,550	9,74,79,240
Skins ... ... „	693,438	692,580	635,301	6,48,79,080	6,32,54,715	6,03,74,370
Hemp, Raw ... ... „	487,810	541,504	704,392	63,27,555	80,83,725	1,04,89,575
Jute—Raw ... ... tons.	729,254	859,586	807,270	20,20,20,435	25,56,66,180	30,08,05,530
„ Gunny Bags ... ... No.	299,118,479	302,637,301	360,386,268	7,65,03,900	9,07,02,375	12,06,85,680
„ Cloth ... ... yds.	852,535,334	953,483,827	1,081,012,118	8,01,43,080	11,12,24,505	15,78,45,990
„ Other sorts ... ... value.	.....	.....	.....	7,45,440	12,54,495	14,34,360
Lac—Shell, Button, Stick, &c. ... ... cwts.	394,893	419,898	354,354	1,93,56,555	1,97,21,400	2,02,66,635
Metals—Manganese Ore ... ... tons.	553,628	621,827	772,336	89,02,965	1,60,58,955	1,29,28,065
Manures—Bones and other kinds ... „	109,880	124,072	142,552	71,20,050	87,77,850	99,97,005
Opium ... ... chests.	44,819	34,827	14,651	14,32,02,465	13,44,28,950	4,18,06,485
Oil cakes ... ... cwts.	2,680,038	2,965,557	3,576,154	99,04,215	1,12,72,050	1,39,31,925
Oils ... ... gallons	15,083,384	22,189,691	29,344,200	1,01,90,340	87,00,495	98,52,705
Paraffin Wax ... ... cwts.	247,679	260,244	272,226	54,95,055	58,78,020	60,27,855
Provisions and Oilmanstores ... ... „	.....	.....	.....	43,51,545	46,24,860	52,94,220
Spices ... ... lbs.	39,506,825	40,672,663	35,967,295	95,07,915	1,02,43,905	79,24,365
Saltpetre ... ... cwts.	297,017	256,122	304,692	34,62,135	30,84,000	35,63,715
Carried over ...	.....	.....	.....	1,63,42,55,745	1,91,94,32,790	1,90,64,12,220

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1911.	1912.	1913.	1911.	1912.	1913.
				Rs.	Rs.	Rs.
Brought forward ...	.....	.....	... ..	1,63,42,55,745	1,91,94,32,790	1,90,64,12,220
Seeds—						
Linseed ... ... cwts.	10,557,616	7,066,194	7,342,658	13,16,92,905	8,12,34,390	5,97,43,740
Rape ... ... ,,	5,022,505	4,068,222	4,363,746	3,66,29,445	3,29,79,975	3,85,30,530
Gingelly ... ... ,,	2,683,229	1,227,505	2,048,074	2,76,68,565	1,36,16,445	2,45,48,460
Poppy ... ... ,,	770,741	497,862	352,789	81,88,065	58,78,485	43,64,970
Castor ... ... ,,	2,533,221	2,296,328	2,614,405	1,88,82,675	1,69,98,720	1,94,17,020
Groundnuts ... ... ,,	4,020,311	4,363,587	5,101,327	3,36,48,165	3,62,61,135	4,33,83,630
Cotton ... ... ,,	3,841,086	2,839,057	4,297,317	1,44,52,515	1,10,55,900	1,63,76,490
Copra or Cocoanut Kernel ... ... ,,	580,969	554,583	736,856	1,03,45,050	1,01,33,430	1,46,90,025
Other sorts ... ... ,,	1,453,355	711,579	990,731	1,32,72,150	77,09,520	91,85,685
Silk, Raw ... ... lbs.	1,850,909	1,547,505	1,454,930	48,47,535	41,00,865	31,13,865
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	717,724	832,738	681,009	6,32,856	7,55,355	5,98,980
,, Other sorts .. .. lbs.	777	215	371			
Sugar, Refined or Crystallised and Confectionery ... ... cwts.	27,772	29,583	31,358	3,79,935	4,24,410	4,37,865
,, Unrefined (Molasses and Goor) ... ,,	95,180	359,197	142,565	5,58,780	25,72,500	8,44,065
Tea, Black and Green (including Tea Waste) lbs.	264,346,275	276,618,689	290,729,502	13,08,34,365	13,21,88,700	14,66,52,150
Tobacco, Cigars, &c. ... ... ,,	26,675,075	23,039,987	30,277,556	38,55,525	38,94,120	48,50,970
Wood, Teak ... ... cubic tons.	51,022	58,470	53,184	78,27,840	90,38,355	80,78,250
,, Other sorts ... ... value	.....	.....	.....	19,74,615	24,19,740	30,69,825

Wool, Raw ... ... lbs.	59,220,817	53,343,023	50,699,948	2,91,27,555	2,60,56,365	2,57,34,585
„ Manufactures of ... ... value.	.....	.....	.....	27,36,660	26,57,325	24,39,435
All other Articles ... ... „	....	.....	.....	6,28,42,590	7,46,18,565	7,86,80,610
Total Value Rs. ...	.....	.....	.....	2,17,46,53,530	2,39,40,27,090	2,41,11,53,370
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	828,176	758,589	868,524	7,34,535	6,65,550	7,76,730
„ Piece-Goods and Fents ... ... yds.	71,823,346	72,178,683	60,124,482	1,61,10,000	1,61,28,855	1,34,28,405
„ Shawls, Thread, &c. ... ... value.	.....	.....	.....	6,75,420	7,00,095	7,93,785
Ivory, Unmanufactured ... ... lbs.	46,765	47,193	41,882	3,17,280	2,98,650	2,15,370
Metals and Ores ... ... tons.	17,982	18,736	21,221	18,47,460	23,54,115	21,70,365
Silk, Raw ... ... lbs.	40,549	39,069	34,689	1,14,900	1,10,595	99,675
„ Piece-Goods ... ... yds.	721,301	967,266	1,130,129	6,27,315	8,29,035	9,76,560
„ Other sorts ... ... lbs.	4,588	3,574	6,166			
Spices ... ... „	1,170,206	829,121	1,617,465	3,93,165	2,54,520	5,66,550
Sugar, Refined or Crystallised ... ... cwts.	1,412,597	536,126	190,046	1,39,18,575	52,50,855	20,51,220
Tea, Black and Green ... ... lbs.	523,540	597,957	463,142	3,15,000	4,09,050	3,26,910
Wool, Raw ... ... „	7,643,178	12,311,087	11,115,446	37,31,445	58,23,435	54,87,900
All other Articles ... ... value.	.....	.....	.....	1,67,84,475	1,83,28,200	1,89,15,630
Total Value Rs. ...	.....	.....	.....	5,55,69,570	5,11,52,955	4,58,09,100
Grand Total Rs. ...	.....	.....	.....	2,23,02,23,100	2,44,51,80,045	2,45,69,62,470

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1911, 1912 and 1913.

ARTICLES.	Quantities.			Value.		
	1911.	1912.	1913.	1911.	1912.	1913.
				Rs.	Rs.	Rs.
Apparel (including Lamettas Millinery, &c.) ... ... value.	...	.....	.....	1,27,54,956	1,29,60,782	75,05,543
Haberdashery ... ... „	.....	.....	.....			78,60,498
Arms, Ammunition, &c. ... ... „	.....	.....	.....	8,15,841	7,39,550	8,26,840
Building and Engineering Materials ... „	.....	.....	.....	19,69,818	21,68,384	33,69,296
Candles ... ... lbs.	579,401	461,930	463,330	1,78,948	1,44,573	1,53,649
Cabinetware and Furniture ... ... value	.....	.....	.....	9,28,793	8,53,560	9,80,846
Clocks and Watches ... ... No.	363,788	403,610	420,829	10,48,420	11,22,930	12,22,613
Coal, Coke and Patent Fuel ... ... tons.	279,646	482,017	535,550	46,57,826	83,57,692	99,59,475
Cotton—Twist and Yarn ... ... lbs.	13,864,208	14,762,200	15,660,730	1,34,28,223	1,31,44,752	1,49,62,225
„ Piece-Goods, including Fents... yards	*617,148,719	691,883,040	832,526,495	*11,46,96,295	12,38,15,439	15,47,31,002
„ Shawls and Handkerchiefs ... No.	12,724,436	12,525,180	25,142,678	14,44,373	15,55,548	33,27,130
„ Lace, Nets, Hosiery, &c. ... value.	.....	.....	.....	† 86,61,876	*80,53,856	*74,41,110
Chemical Products and Preparations ... „	.....	.....	.....	26,93,051	31,96,318	32,15,897
Drugs and Medicines (excluding Tobacco) „						50,50,961
„ Opium ... ... „	.....	.....	.....	42,87,482	42,88,727	20,713
„ Saccharin ... ... „						60,665
Dyeing and Coloring Materials—						
Aniline and Alizarine Dyes ... ... lbs.	10,414,052	13,099,029	13,134,634	66,86,991	82,88,496	82,30,437
Other sorts... ... ... cwts.	19,813	13,690	16,964	21,22,224	20,73,877	24,37,155
Earthenware and Porcelain ... ... value.	.....	.....	.....	16,91,108	17,88,571	22,25,586
Fireworks ... ... „	.....	.....	.....	5,57,892	6,30,443	4,16,155
Glass and Glassware ... ... „	.....	.....	.....	71,92,792	72,96,376	96,43,365
Gums and Resins ... ... cwts.	84,246	107,252	97,028	14,60,956	19,02,682	16,58,526
Hides and Skins—						
Hides ... ... No.	46,242	36,859	37,098	3,07,262	2,31,630	2,04,780
Skins ... ... „	834,130	996,748	1,362,566	10,77,333	10,89,017	14,71,777
Instruments and Apparatus ... ... value.						70,51,055
„ Telephones and materials ... „	.....	.....	.....	42,45,216	54,39,301	1,25,243
„ Typewriters and Parts ... „						3,56,079
Ivory, unmanufactured ... ... lbs.	269,270	255,008	243,634	22,05,131	20,35,275	20,45,360
Jewellery and Plate ... ... value.	.....	.....	.....	1,10,44,126	1,16,57,186	6,76,421
Precious Stones and Pearls						1,11,56,581

Leather (including Saddlery, &c.) ... „	.....	.....	.....	22,80,767	25,31,388	4,77,861
„ (Beltings) ... ... „						21,17,620
„ Boots and Shoes‡ ... ... pairs.	809,091	711,308	921,827	17,07,500	18,06,240	22,46,565
Liquors Ale, Beer and Porter ... ...gallons	12,63,121	13,30,019	12,07,075	12,78,832	15,61,930	13,24,832
„ Spirits, Wines, &c. ... ... „	533,692	590,194	583,048	41,84,116	41,98,824	45,52,070
Machinery and Millwork ... ... value.	.....	.....	.....	1,67,13,512	1,77,97,451	2,73,06,563
Matches, Safety and other sorts ... ... „	.....	.....	.....	26,97,969	27,68,338	25,51,113
Metals (excluding Hardware & Cutlery). tons.	227,641	212,672	269,225	5,20,31,556	4,43,62,997	6,57,41,957
„ Hardware ... ... value.						1,31,68,233
„ Cutlery ... ... „	.....	.....	.....	1,19,50,750	1,37,76,871	8,95,244
„ Electroplated ware... ... ... „						2,01,867
„ Sewing Machines and Parts ... „						12,93,726
Oil, Mineral—Kerosine ... ...gallons	23,343,707	18,529,493	19,292,755	89,46,793	71,69,599	79,64,858
„ „ other sorts ... ... „	4,285,309	4,411,665	7,005,326			36,53,860
„ all other sorts ... ...gallons	280,507	267,919	346,169	33,59,410	37,43,765	1,73,375
Paraffin Wax ... ... cwts.	7,287	4,437	11,695			9,01,986
Paints and Colors (excluding Painters' Materials) ... ... cwts.	107,017	107,668	123,883	16,92,974	18,65,137	22,29,909
Paper and Pasteboard ... ... value	.....	.....	.....	46,57,123	52,20,386	56,73,287
Perfumery ... ... „	.....	.....	.....	1,84,660	2,13,199	2,87,938
Provisions and Oilmanstores ... ... „			.....			
„ Dry fish, (excluding Canned Fish,) „	.....	.....	.....			46,55,579
„ Fodder, Bran, Cattle Food (excluding Oil Cakes) ... ... „	.....	.....	.....	1,22,83,490	1,31,72,682	6,62,356
„ Fruits and Vegetable, (Dry, and Fresh) ... ... „	.....	.....	.....			65,664
						83,87,842
Railway Plant and Rolling Stock ... „	.....	.....	.....	2,14,20,599	2,66,35,471	4,13,49,195
Silk, Raw ... ... lbs.	1,968,037	2,959,990	1,815,180	82,82,281	1,34,66,359	84,04,438
„ „ Waste ... ... „			94,898			1,31,846
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	19,860,429	21,284,698	25,409,699	1,55,97,465	1,65,89,701	1,95,24,627
„ Goods, other sorts ... ... value.	.....	.....	.....	40,36,817	39,47,559	42,78,600
Spices ... ... lbs.	22,722,775	25,969,855	17,791,885	44,05,001	46,44,180	35,80,782
Sugar, refined and unrefined, and Confectionery. ... ... cwts.	3,085,555	3,446,987	40,72,410	3,34,08,545	3,89,15,351	3,70,89,231
Tea Black and Green ... ... lbs.	5,698,781	3,612,260	3,856,023	25,26,959	17,22,364	18,27,041
Tobacco, Cigars, &c. ... ... „	392,256	426,152	453,698	14,46,162	15,66,493	17,27,233
Umbrellas ... ... No.	170,141	176,746	214,717	266,297	2,75,658	3,31,804
Woollen Piece-Goods ... ...yards.	11,994,967	9,478,935	13,335,571	1,22,29,730	97,99,537	1,26,78,514
„ Goods, other sorts... ... ... value	.....	.....	.....	30,96,364	29,92,762	37,13,810
All other Articles ... ... „	.....	.....	.....	5,45,29,742	8,11,82,666	5,81,20,317
Total Value Rs. ...	.....	.....	.....	49,13,72,347	54,47,61,873	61,71,58,226

* Excluding Fents. † Including Fents. ‡ Leather and other Materials.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1911, 1912 and 1913.

ARTICLES.	Quantities.			Value.		
	1911.	1912.	1913.	1911.	1912.	1913.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... cwts.	7,688	5,565	2,480	3,62,827	2,77,254	1,25,733
Coir, manufactured and unmanufactured (excluding Ropes) ,,	7,612	8,013	5,727	84,223	92,602	70,278
Cotton—Raw ,,	5,278,919	4,762,643	6,754,847	23,08,79,857	17,41,69,982	27,03,09,730
,, Twist and Yarn ... lbs.	131,352,172	182,973,656	186,146,419	6,62,45,987	8,81,65,981	9,10,93,145
,, Piece-Goods ... yards.	62,911,287	61,795,161	58,492,441	1,10,04,614	1,13,11,254	1,05,54,575
,, Shawls, Handkerchiefs, Hosiery, &c. ... value.	.....	.....	.....	6,24,254	6,26,547	6,06,609
Dyeing and Coloring Materials—						
Myrabollams ... cwts.	870,570	793,677	666,016	35,12,078	32,81,669	28,40,765
Other sorts ... ,,	53,055	45,902	47,328	8,71,142	7,50,253	7,03,361
Grain and Pulse—						
Rice, not in the husk ... ,,	401,437	439,970	574,061	27,11,850	34,07,072	42,47,547
Wheat ... ,,	3,371,938	3,921,121	5,238,338	1,68,92,648	2,14,32,597	2,89,96,726
Wheat flour ... ,,	554,907	621,962	656,072	45,43,847	51,74,780	54,79,348
Other sorts ... ,,	1,339,300	3,765,172	1,880,228	53,66,273	1,65,11,939	94,63,209
Hides and Skins—						
Hides ... No.	293,965	478,488	391,275	30,21,386	50,05,991	46,95,125
Skins ... ,,	4,988,190	5,798,439	5,599,723	78,32,578	89,41,986	92,78,287
Metals—Manganese Ore ... tons.	444,714	531,355	630,841	74,76,481	87,30,798	1,08,05,055
Oils ... gallons	183,241	139,826	187,067	1,118,319	8,65,060	10,20,923
,, ... cwts.	.....	225	444			
Opium ... chests.	14,511	15,163	3,501	5,71,25,500	7,31,59,346	1,70,32,750
Seeds—						
Linseed ... cwts.	5,035,440	3,634,828	3,694,307	6,43,98,355	4,27,01,756	3,09,80,509

Cotton ... ... „	3,160,336	2,410,789	3,629,913	1,19,19,265	93,81,165	1,37,69,809
Rape ... ... „	1,430,675	1,005,484	1,035,447	1,11,19,047	88,34,840	90,93,152
Gingelly ... ... „	2,071,399	1,049,432	1,639,380	2,15,29,348	1,16,97,863	1,94,36,206
Poppy ... ... „	635,773	394,871	321,388	67,48,145	45,74,002	59,83,314
Groundnuts ... ... „	1,122,439	925,211	840,422	1,00,41,331	81,77,791	83,12,955
Castor ... ... „	3,198,959	1,684,972	2,183,934	2,47,69,140	1,27,27,271	1,64,53,762
Other sorts* ... ... „		507,347	817,033		45,93,160	71,42,036
Spices ... ... lbs.	8,005,727	8,519,754	8,138,110	24,97,537	26,08,668	23,45,833
Sugar, refined and unrefined ... ... cwts.	28,442	31,117	35,929	3,88,843	4,40,436	4,87,647
Tea, Black and Green ... ... lbs.	1,523,010	1,637,545	2,399,607	8,13,157	8,84,095	13,87,488
Tobacco, Cigars, &c. ... ... „	7,995,675	6,602,000	9,285,234	9,68,343	8,24,199	11,52,448
Wool, Raw ... ... „	20,074,761	19,272,422	19,755,540	1,18,94,233	1,13,95,197	1,19,40,718
Woollen Shawls ... ... No.	1,385	1,511	158	10,849	12,523	12,362
All other articles ... ... value.	.....	.....	.....	2,53,74,630	2,45,70,431	2,89,27,379
Total value Rs. ..	.....	.....	.....	61,21,46,287	56,53,28,510	62,27,48,784
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	806,390	737,642	844,505	7,14,973	6,52,725	7,59,155
„ Piece-Goods ... ... yds.	64,526,830	65,362,044	53,436,120	1,44,56,097	1,46,54,239	1,20,15,714
„ Shawls and Handkerchiefs ... No.	558,768	406,558	736,620	1,08,846	82,722	1,53,937
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	5,35,748	5,77,960	5,78,323
Gums and Resins ... ... cwts.	50,900	54,378	66,551	10,90,760	12,11,310	12,35,987
Ivory, unmanufactured ... ... lbs.	46,766	47,893	41,086	3,17,272	2,98,654	2,11,825
Provisions and Oilmanstores ... ... value.						1,36,227
„ Fish (excluding Canned Fish) ... „	.....	.....	.....	19,36,071	19,96,169	7,33,593
„ Fruits & Vegetables (Dry & Fresh) „						10,05,655
Silk, Raw ... ... lbs.	38,443	37,546	33,658	1,12,066	1,02,926	96,402
„ Piece-Goods (including Silk mixed with other materials) ... ... yards.	711,559	937,693	1,019,596	6,01,448	7,85,697	8,83,465
Sugar, refined ... ... cwts.	305,042	99,135	91,980	34,21,488	11,67,768	10,25,664
Tea, Black and Green ... ... lbs.	522,907	596,720	462,268	3,14,641	4,08,387	3,26,418
Wool, Raw ... ... „	306,180	1,156,668	9,744	1,90,332	6,06,526	4,590
Woollen Piece-Goods ... ... yards.	306,181	312,850	316,181	3,20,509	2,91,586	2,88,155
„ Shawls, &c. ... ... value.	.....	.....	.....	1,11,129	87,969	1,05,040
All other articles ... ... „	.....	.....	.....	1,04,12,532	1,15,68,384	1,28,53,393
Total value Rs. ...	.....	.....	.....	3,46,43,912	3,44,93,022	3,24,13,543
Grand Total Rs. ...	.....	.....	.....	64,67,90,199	59,98,21,532	65,51,62,327

* Excluding Copra.

Exports of Indian Manufactured Yarns by Sea and Rail from Bombay (Reduced to Bales of 400 lbs. each) since 1886.

1st January to 31st December.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732
1908	441,899	.....	441,899	144,312	586,211	19,098	605,309
1909	510,746	.....	510,746	120,406	631,152	18,491	649,643
1910	424,893	.....	424,893	130,506	555,399	19,324	574,723
1911	275,087	.....	275,087	121,369	396,456	17,137	413,593
1912	433,989	.....	433,989	137,910	571,899	15,843	587,742
1913	405,359	.....	405,359	107,661	513,020	16,578	529,598

* Compiled from returns received from the Railway Companies

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1910-1911 *to* 1912-1913.

ARTICLES.	Quantities.			Value.		
	1910-1911.	1911-1912.	1912-1913.	1910-1911.	1911-1912.	1912-1913.
				Rs.	Rs.	Rs.
Animals—Living ... ... Nos.	7,356	5,635	3,642	35,32,242	23,67,351	13,38,661
Apparel, &c. including Lamettas ... ... value.	.....	.....	.....	59,79,953	62,47,546	64,63,265
Arms, Ammunition, &c. (excluding Dynamite and other Explosives) ... ... ,,	.....	.....	.....	6,35,512	4,82,807	5,41,186
Articles imported by Post ... ... ,,	.....	.....	.....	88,09,096	1,10,61,371	1,31,01,878
Boots and Shoes ... ... pairs.	657,776	815,422	722,662	14,63,923	18,07,439	17,95,721
Building and Engineering Materials ... ... value.	.....	.....	.....	26,62,921	20,17,942	25,58,297
Cabinetware and Furniture ... ... ,,	.....	.....	.....	8,35,944	9,11,997	8,87,672
Candles ... ... lbs.	573,415	474,619	542,091	1,78,106	1,46,353	1,73,137
Clocks and Watches ... ... No.	274,106	361,096	427,583	8,79,787	10,58,798	12,09,931
Coal, Coke, and Patent Fuel ... ... tons.	277,965	253,256	562,296	46,18,911	42,57,928	99,61,379
Cotton—Raw ... ... cwts.	40,560	449,782	518,093	18,28,941	1,96,49,108	2,11,14,442
Do. Twist and Yarn ... ... lbs.	9,946,700	13,343,120	15,250,752	99,39,119	1,25,38,066	1,39,07,416
Do. Piece-Goods ... ... yards.	†633,778,647	†600,482,365	*762,379,746	11,08,37,990	11,16,32,110	13,60,63,269
Do. Shawls and Handkerchiefs ... ... No.	12,075,073	12,617,099	14,654,628	12,47,366	14,05,661	18,82,715
Do. Hosiery, Thread, Net, Canvas, &c. ... ... value.	.....	.....	.....	* 80,94,195	* 87,97,592	† 73,47,120
Chemical Products and Preparations ... ... ,,	.....	.....	.....	26,84,749	28,47,805	32,68,228
Cutlery ... ... ,,	.....	.....	.....	7,96,632	8,27,659	7,57,528
Dynamite and other Explosives ... ... cwts.	2,527	3,472	3,295	1,99,893	2,68,978	2,45,550
Drugs, Medicines (excluding Chemicals and Narcotics) ... ... value.	.....	.....	.....	42,83,820	42,25,389	44,94,515
Dyeing and Colouring Materials—Aniline and Alizarine Dyes ... ... lbs.	11,652,753	10,642,769	13,858,785	77,97,542	68,16,199	86,44,737
,, ,, Other Sorts ... ... cwts.	15,498	17,144	16,149	20,72,650	20,28,105	23,36,212
Earthenware and Porcelain ... ... value.	.....	.....	.....	16,08,470	17,23,488	18,98,734
Fireworks ... ... ,,	.....	.....	...	6,31,140	5,60,338	6,10,425
Fish (excluding Canned Fish) ... ... cwts.	38,549	53,707	56,764	6,66,193	7,79,099	7,42,581

* Including Fents. † Excluding Fents.

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS—(*continued*).

ARTICLES.		Quantity.			Value.		
		1910-1911.	1911-1912.	1912-1913.	1910-1911.	1911-1912.	1912-1913.
					Rs.	Rs.	Rs.
Fruits and Vegetables (Fresh and Dry)	value.	.....	.....	.....	79,08,081	78,09,817	77,40,536
Glass and Glassware	,,	.....	.....	.....	75,07,091	68,85,757	81,17,501
Gums and Resins	cwts.	94,184	87,798	108,473	14,52,134	15,82,709	19,36,168
Hardware (excluding Cutlery)	value.	}	.....	{	} 1,02,30,401	1,07,22,816	{ 1,21,96,871
Electroplated ware	,,	}		{			{ 1,58,353
Haberdashery and Millinery	,,	.....	.. ...	.....	60,82,873	69,84,156	63,28,668
Hides and Skins	cwts.	15,468	15,610	17,534	12,18,346	14,50,641	14,00,526
Instruments and Apparatus	value.	}	.....	{	} 39,64,272	41,75,526	{ 56,76,151
,, Telephone, Materials for Construction & Accessories	,,	}	.....	{			{ 1,58,276
Ivory, Unmanufactured	lbs.	343,729	246,081	241,299	27,51,273	19,85,037	19,58,580
,, Manufactured	value.	.....	.....	.....	2,08,296	2,16,195	2,53,883
Jewellery, and Plate of Gold and Silver (excluding Imitation Jewellery and Precious Stones	,,	.....	.....	.....	6,75,526	22,88,899	8,59,854
,, Precious Stones and Pearls unset)	,,	.....	.....	.....	77,38,707	89,23,695	1,07,56,942
Leather, Unwrought, Saddlery, &c. including Beltings	,,	.....	.....	.....	20,43,332	21,25,688	27,17,875
Liquors—Ale, Beer, and Porter	gallons.	1,323,215	1,299,955	1,295,506	14,04,659	13,28,944	15,36,188
,, Spirits	,,	404,500	418,647	434,713	30,68,375	32,01,108	33,59,902
,, Wines	,,	111,773	107,479	113,137	9,70,692	9,98,196	9,86,224
,, Other sorts	,,	2,690	2,218	2,471	8,542	6,621	8,234
Machinery and Millwork	value.	.....	.....	.....	1,76,07,984	1,65,40,127	1,95,15,383
,, Sewing and knitting Machines and parts thereof	,,	.....	.....	.....	8,78,727	7,41,273	12,09,007
,, Typewriters and parts of and Accessories.	,,	.....	.....	.....	2,29,332	1,88,836	2,97,555
Matches, Safety and other	,,	.....	.....	.....	27,55,203	24,94,287	28,15,707
Metals—Brass	cwts.	7,455	6,888	9,708	4,56 124	3,75,151	5,29,227
,, Copper Braziers and Sheets	,,	186,423	125,277	54,011	1,03,23,693	67,42,701	32,62,612
,, do. other sorts	,,	24,828	14,518	12,186	13,50,992	8,61,553	8,36,893
,, Mixed or Yellow Metal	,,	255,756	164,177	196,063	1,18,57,895	74,09,364	96,70,909
,, Lead and Lead ore	,,	21,814	23,282	23,706	2,76,825	3,07,574	3,89,137
,, Quicksilver	lbs.	175,366	109,065	196,905	2,85,247	1,80,784	3,02,368
,, Tin	cwts.	10,888	11,480	10,720	13,02,329	16,31,144	16,85,949
,, Zinc or Spelter	,,	33,966	30,289	37,970	6,49,215	6,32,382	8,12,237

Metals—Iron ... ... Tons	6,450	7,635	6,636	5,46,088	6,89,291	5,23,708
„ Iron or Steel... ... ... „	128,039	132,377	142,029	2,05,60,169	2,12,05,796	2,30,43,616
„ Steel ... ... „	60,065	58,824	52,381	60,17,685	58,94,020	55,44,512
„ Other sorts ... ... cwts.	20,648	21,970	35,534	16,58,071	16,85,744	26,46,573
Opium ... ... lbs.	75	92	116	9,859	11,962	16,873
Oil Mineral—Kerosine... ... ...gallons.	20,445,668	24,366,033	20,400,265	81,31,683	93,07,700	77,06,496
„ other sorts ... ... „	3,841,330	4,372,917	5,283,950	22,50,540	24,89,781	30,78,578
„ all other sorts ... ... „	257,842	299,373	280,752	7,34,090	8,52,297	7,99,148
Paraffin Wax ... ... cwts.	1,796	8,210	3,655	30,200	1,27,498	54,090
Paints and Colours (excluding Painters' Materials). cwts.	119,855	109,135	123,773	17,79,660	17,50,954	21,26,842
Painter's Materials ... ... value.	.....	.....	.....	6,58,645	9,66,464	6,31,946
Paper ard Pasteboard ... ... „	... ..	.....	.....	49,16,599	45,93,330	54,12,317
Perfumery, (excluding Perfumed Spirits) ... ... „	.....	.....	.....	2,06,685	1,95,267	1,99,370
Provisionsand Oilmanstores ... . „	.....	.....	.....	38,10,330	38,72,094	47,51,767
Railway Plant and Roling Stock ... ... „	.....	.....	.....	1,98,45,030	1,98,97,910	3,07,65,137
Silk—Raw and Waste ... ... lbs.	1,844,646	1,807,463	3,010,482	70,74,622	81,05,842	1,34,64,919
„ Piece-Goods (including silk mixed with other materials) ... ... yards.	20,360,441	19,187,321	22,877,982	1,63,96,646	1,51,63,864	1,75,93,378
Spices ... ... lbs.	20,156,963	25,224,414	21,334,555	36,43,289	46,38,127	39,33,759
Sugar, refined, unrefined and Confectionery ... cwts.	3,693,053	2,728,977	3,987,477	3,77,50,487	3,22,25,519	4,11,52,383
„ Saccharin ... ... lbs.	23,380	9,529	18,972	61,976	25,319	66,757
Stationery (excluding Paper) ... ... value	.....	.....	.....	25,25,542	25,32,338	31,09,354
Soap ... ... cwts.	112,106	136,482	129,339	19,34,580	22,62,610	23,27,506
Tea, Black and Green ... ... lbs.	3,794,048	5,714,974	3,499,498	17,26,268	25,48,501	16,37,091
Tobacco, Cigars, &c. ... ... „	349,737	439,528	413,732	10,49,170	16,49,709	15,54,118
Umbrellas ... ... No.	152,376	162,394	189,508	2,37,088	2,54,996	2,96,199
Wool—Raw ... ... lbs.	2,260,754	2,148,128	3,077,762	10,84,973	10,66,504	16,16,259
Woollen Piece-Goods ... ... yards.	12,942,411	11,765,697	9,588,968	1,17,70,547	1,20,17,876	98,35,279
Wood Teak Timber ... ... c. tons.	37,603	33,908	21,368	33,53,748	31,74,970	21,96,777
„ Other do. ... ... „	15,916	17,438	13,306	10,86,352	11,26,659	9,11,708
All other Articles ... ... value.	.....	.....	.....	2,61,75,601	2,98,12,540	3,18,08,447
Total Value ...	.....	.....	.....	47,34,12,484	49,33,95,592	56,76,27,163
Treasure—Gold *(Private)* ... ... Ozs....	3,796,695	5,537,425	6,289,447	23,33,21,461	33,50,80,416	38,09,35,603
„ Silver („) ... ... „ ...	55,253,459	56,841,682	43,177,681	9,27,76,048	9,51,46,883	8,28,90,878
Total Treasure ...	59,050,154	62,379,107	49,467,128	32,60,97,509	43,02,27,299	46,38,26,481
Grand Total Rs....	.....	.....	.....	79,95,09,993	92,36,22,891	1,03,14,53,644

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1910-1911 *to* 1912-1913.

ARTICLES.		Quantities.			Value.		
		1910-1911.	1911-1912.	1912-1913.	1910-1911.	1911-1912.	1912-1913.
INDIAN PRODUCE AND MANUFACTURES.							
Coffee	cwts.	5,033	7,987	5,274	Rs. 1,82,093	Rs. 3,85,507	Rs. 2,59,702
Coir, unmanufactured and manufactured (excluding Ropes)	„	6,064	8,592	6,523	66,372	94,310	80,394
Cotton—Raw	„	6,188,889	5,354,065	4,572,922	26,14,69,516	21,62,06,540	17,59,06,664
„ Twist and Yarn	lbs.	174,100,982	142,448,977	191,859,407	8,18,49,059	7,09,89,449	9,27,06,908
„ Piece-goods	yards.	74,986,248	57,398,207	59,698,612	1,24,72,322	1,02,40,953	1,09,49,317
„ Shawls and Handkerchiefs	No.	149,025	204,394	137,384			
„ Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	5,52,516	5,42,762	5,88,391
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—							
Indigo	cwts.	740	435	321	1,50,308	87,194	61,690
Myrabollams	„	1,122,248	773,616	837,667	47,42,182	31,30,793	35,45,095
Other sorts	„	37,606	51,349	46,923	4,91,203	7,71,863	6,90,605
Fish (excluding Canned Fish)	„	19,721	14,968	12,088	9,89,790	6,94,500	5,48,547
Fruits and Vegetables (Dry and Fresh)	value	.....	.....	.....	13,37,534	14,58,285	13,99,396
Grain and Pulse—							
Rice not in the Husk	cwts.	496,320	361,578	500,481	29,54,695	26,19,294	38,80,839
Wheat	„	2,579,406	2,969,396	3,977,077	1,34,57,543	1,49,09,716	2,19,61,909
Wheat Flour	„	498,645	550,763	621,004	40,54,539	45,19,827	51,61,086
Other sorts	„	779,569	2,010,192	3,303,756	34,93,739	85,89,509	1,49,52,378
Gums and Resins	„	46,647	47,835	35,525	8,81,828	10,33,157	7,81,665
Hides and Skins—							
Hides	No.	374,358	303,315	547,800	36,12,004	31,69,396	54,43,514
Skins	„	4,941,828	4,826,715	6,095,927	78,04,128	74,08,716	95,19,628
Manures—Animal Bones	Tons.	19,209	16,201	20,937	13,44,861	12,24,224	14,43,151
Metal—Manganese Ore	„	449,488	436,194	581,689	72,95,561	73,37,710	96,86,291
Oils	gallons.	207,015	167,965	157,798	10,47,182	10,53,299	9,24,421
Paraffin Wax	cwts.	824	415	532	17,207	8,785	10,836
Opium	chests.	6,800	14,026	11,549	2,14,99,920	6,37,42,691	5,52,59,380
Provisions and Oilmanstores	value.	.....	.....	.....	13,67,478	14,92,473	14,69,880
Seeds*—							
Linseed	cwts.	2,819,799	4,839,306	3,669,056	3,34,50,248	6,15,73,680	4,20,84,892
Rape	„	2,190,980	1,228,919	1,052,370	1,60,71,448	96,81,936	92,81,501
Gingelly	„	2,499,093	1,583,633	1,202,309	2,46,59,731	1,71,04,396	1,38,38,669

Poppy	"	608,935	566,979	370,480	63,06,456	60,58,781	43,13,063
Castor	"	1,768,610	1,935,005	1,634,010	1,37,05,167	1,42,90,708	1,23,33,165
Groundnuts	"	982,977	930,400	976,038	86,15,978	81,66,094	92,12,544
Cotton	"	5,437,511	3,576,186	1,880,284	2,09,41,689	1,33,85,197	73,86,730
Other sorts	"	711,550	1,013,827	507,711	62,66,456	84,48,005	45,93,674
Spices	lbs.	6,323,446	7,360,368	8,892,652	20,30,396	21,92,543	27,30,833
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	21,351	17,256	25,275	3,12,391	2,61,313	3,92,362
„ Unrefined (Molasses, Goor, &c.)	„	5,592	8,667	10,830	58,406	91,762	1,13,156
Tea, Black	lbs.	1,449,463	1,496,522	1,975,545	7,68,307	7,89,027	10,95,395
Tobacco, Cigars, &c.	„	8,771,429	8,057,800	5,959,620	10,90,688	9,76,029	7,47,342
Wool—Raw	„	21,480,792	19,002,781	19,736,326	1,27,04,981	1,11,68,414	1,17,95,457
Woollen Shawls	No.	1,107	1,350	1,227	10,918	11,509	10,363
All other Articles	value.	.....	.....	.....	1,7602,240	1,92,33,388	2,06,37,967
Total Value Rs. ...		.....	.....	.....	59,77,29,081	59,51,43,740	55,77,98,800
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs	891,218	813,895	760,992	7,86,222	7,09,262	6,88,642
„ Piece-goods	yards.	60,774,935	68,586,707	60,680,916	1,30,63,395	1,54,56,684	1,36,98,613
„ Shawls and Handkerchiefs	No.	386,524	549,325	443,911			
„ Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	.....	5,46,705	5,55,826	5,61,696
Gums and Resins (excluding Cutch and Gambier).	cwts.	52,210	43,771	57,750	10,61,474	9,77,676	12,15,846
Ivory, unmanufactured	lbs.	75,519	45,669	40,569	4,59,729	2,99,752	2,40,018
Provisions, Oilmanstores, Fish, Fruits and Vegetables	value.	.....	.....	.....	16,68,614	19,89,943	20,33,903
Silk—Raw	lbs.	59,009	16,838	54,632	1,05,453	88,040	1,17,579
„ Piece-goods (including silk mixed with other materials)	yards.	660,811	772,832	917,760	5,31,422	6,58,792	7,70,141
Sugar Refined and Confectionery	cwts.	172,459	321,867	95,589	18,02,789	36,55,113	10,88,457
Tea, Black and Green	lbs.	667,052	440,535	559,243	4,50,285	2,70,244	3,86,179
Wool—Raw	„	1,008,888	446,628	1,017,900	5,17,913	2,70,442	5,27,516
Do. Piece-goods	yards.	244,982	351,407	317,137	2,48,657	3,54,861	2,97,969
All other Articles	value	.....	.....	.....	1,13,86,004	1,04,26,999	1,17,68,798
Total Value Rs. ...		.....	.....	.....	3,26,28,662	3,57,13,134	3,33,95,357
Total Indian and Foreign Merchandise Rs. ...		.....	.....	.....	63,03,57,743	63,08,56,874	59,11,94,157
Treasure—Gold (Private) ... ... Ozs. ...		654,318	623,729	639,820	3,74,19,793	3,59,43,088	3,69,28,751
„ Silver do. ... ... „ ...		8,911,730	35,126,783	14,036,114	1,80,84,705	5,87,06,715	2,79,21,785
Total Treasure ...		9,566,048	35,750,512	14,675,934	5,55,04,498	9,46,49,803	6,48,50,536
Grand Total Rs. ...		.....	.....	.....	68,58,62,241	72,55,06,677	65,60,44,693

* Excluding Copra.

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1913.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	17,39,62,545	....	17,39,62,545	5,85,18,240	7,84,96,215	13,70,14,455
France	7,13,760	....	7,13,760	15	....	15
Austria-Hungary ..	29,75,955	....	29,75,955	915	.....	915
Malta	1,62,750	....	1,62,750	....	.....	....
Turkey in Asia ..	72,48,045	....	72,48,045	25,20,975	....	25,20,975
Aden and Dependencies	48,71,145	....	48,71,145	1,79,925	30,045	2,09,970
Arabia	.....	.....	.....	11,78,580	....	11,78,580
Bahrein Islands ..	....	....	....	19,93,770	....	19,93,770
Persia	....	....	....	16,65,060	5,84,280	22,49,340
Ceylon	11,25,285	....	11,25,285	2,14,590	1,39,650	3,54,240
Straits Settlements ..	1,27,46,070	....	1,27,46,070	96,420	....	96,420
Siam	....	....	....	21,825	....	21,825
China	65,11,335	....	65,11,335	18,08,160	1,01,50,830	1,19,58,990
Japan	.. .	....	....	45	.....	45
Egypt	10,35,75,705	....	10,35,75,705	17,190	. ..	17,190
Natal	4,21,695	....	4,21,695	.....	.....	....
East, Africa	....	....	....	7,380	....	7,380
Mauritius and Dependencies ..	....	....	....	7,26,000	....	7,26,000
United States of America.	....	....	....	15	....	15
Australia (including New Zealand) ..	2,03,32,065	....	2,03,32,065	83,02,560	33,585	83,36,145
Other Countries ..	3,69,690	....	3,69,690	3,570	9,495	13,065
Total ..	33,50,16,045	....	33,50,16,045	7,72,55,235	8,94,44,100	16,66,99,335

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	4,89,42,495	68,29,125	5,57,71,620	2,28,44,490	3,40,995	2,31,85,485
Balance retained by India		..	27,92,44,425	..	..	14,35,13,850

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years 1887 *to* 1913.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,323	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,046,806	802,923	1,018,619	12,740	1,304,388
1909	672,247	69,121	1,843,408	1,273,005	1,620,631	2,177,644	828,110
1910	1,153,233	68,059	2,546,238	2,137,828	2,864,185	1,673,016	1,158,387
1911	776,417	62,721	4,905,089	1,384,053	2,016,231	3,326,327	835,285
1912	436,208	64,072	3,579,356	1,069,916	1,012,554	3,805,556	758,273
1913	736,262	63,244	3,718,812	1,042,510	1,695,999	4,997,989	618,587

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	608	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,397	3,310	5,213,506	631	39,634
1907-1908 ...	1,128	103,429	2,255	5,431,545	3,383	5,534,974	631	34,900
1908-1909 ..	1,124	94,353	2,236	5,477,186	3,360	5,571,539	312	24,403
1909-1910 ...	869	81,719	2,203	5,469,139	3,072	5,550,858	300	25,423
1910-1911 ...	764	72,713	2,187	5,609,618	2,951	5,682,331	605	44,458
1911-1912 ...	792	74,163	2,321	5,944,606	3,113	6,018,769	447	34,336
1912-1913 ...	753	74,624	2,335	6,206,570	3,088	6,281,194	374	30,497

CLEAR

1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	293	14,820
1904-1905 ..	1,449	159,731	2,990	6,522,671	4,439	6,682,402	203	7,703
1905-1906 ..	1,372	152,705	2,626	5,864,344	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	357	14,446
1907-1908 ...	1,441	133,376	2,810	6,719,756	4,251	6,853,132	184	10,246
1908-1909 ...	1,134	102,365	2,447	5,920,231	3,581	6,022,596	159	8,866
1909-1910 ...	951	91,787	2,718	6,847,947	3,669	6,939,734	132	6,754
1910-1911 ...	1,145	104,520	2,725	6,968,061	3,870	7,072,581	228	7,477
1911-1912 ...	1,129	98,315	2,986	7,730,295	4,115	7,828,610	76	4,804
1912-1913 ...	992	92,811	3,113	8,289,177	4,105	8,381,988	74	6,804

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1903-1904 *to* 1912-13.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
783	1,667,721	1,464	1,757,478	1,921	218,123	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,843	1,457	1,706,477	1,781	157,743	2,986	6,762,240	4,767	6,919,983
711	1,549,205	1,342	1,584,105	1,759	138,329	2,966	6,980,750	4,725	7,119,079
410	870,640	722	895,043	1,436	118,756	2,646	6,347,826	4,082	6,466,582
708	1,698,790	1,008	1,724,213	1,169	107,142	2,911	7,167,929	4,080	7,275,071
765	1,869,630	1,370	1,914,088	1,369	117,171	2,952	7,479,248	4,321	7,596,419
921	2,301,772	1,368	2,336,108	1,259	108,499	3,242	8,246,378	4,481	8,354,877
946	2,415,936	1,320	2,446,433	1,127	105,121	3,281	8,622,506	4,408	8,727,627

ED.

139	116,737	432	151,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	368	167,979	1,652	167,434	3,155	6,682,947	4,807	6,850,381
223	229,910	646	244,223	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,869	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,453
152	256,723	336	266,969	1,625	143,622	2,962	6,976,479	4,587	7,120,101
179	412,779	338	421,615	1,293	111,231	2,626	6,333,010	3,919	6,444,241
161	375,532	298	382,286	1,083	98,541	2,879	7,223,479	3,962	7,322,020
142	317,222	370	324,699	1,373	111,997	2,867	7,285,283	4,240	7,397,280
196	428,144	272	432,948	1,205	103,119	3,182	8,158,439	4,387	8,261,558
162	367,972	236	374,776	1,066	99,615	3,275	8,657,149	4,341	8,756,764

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	60	176,757	1	698	24	2,302
February	52	149,319	...	...	13	1,347
March...	61	187,478	1	126	23	2,113
April	59	171,911	1	82	20	1,837
May	66	195,441	...	...	9	802
June	50	152,512	...	...	4	547
July	53	165,090	...	...	...	...
August	41	123,747	...	...	...	...
September	51	162,073	...	...	...	...
October	57	169,611	...	...	29	2,641
November	48	151,004	...	...	31	3,467
December	57	165,333	...	...	29	2,302
Total ...	655	1,970,276	3	906	183	17,358

CLEAR

January	44	125,198	...	...	20	2,142
February	49	138,610	...	...	28	2,905
March	52	144,961	...	...	20	2,160
April	47	134,821	...	...	22	2,241
May	61	183,967	...	...	8	496
June	42	125,090	...	...	...	...
July	45	130,839	...	...	...	...
August	45	128,943	...	...	...	...
September	47	137,771	...	...	1	180
October	49	142,760	...	...	4	287
November	47	152,590	...	...	14	1,400
December	51	142,273	...	...	15	1,384
Total ...	579	1,687,823	...	...	132	13,195

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1913.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
7	17,250	...	...	1	177	85	179,757	8	17,427
9	20,999	...	...	...	...	65	150,666	9	20,999
10	30,470	...	...	...	...	85	189,717	10	30,470
7	26,850	...	...	...	...	80	173,830	7	26,850
6	16,639	...	...	...	...	75	196,243	6	16,639
12	29,074	...	...	...	...	54	153,059	12	29,074
6	14,035	...	...	...	...	53	165,090	6	14,035
9	22,846	...	...	...	...	41	123,747	9	22,846
9	22,603	...	...	...	...	51	162,073	9	22,603
8	17,414	...	...	...	...	86	172,252	8	17,414
3	8,225	...	...	...	...	79	154,471	3	8,225
7	17,683	...	...	...	...	86	167,635	7	17,683
93	244,088	...	...	1	177	840	1,988,540	94	244,265

ED.

2	4,468	...	...	3	378	64	127,340	5	4,846
1	2,929	...	...	...	...	77	141,515	1	2,929
3	7,456	...	...	...	...	72	147,121	3	7,456
2	13,456	...	...	...	...	69	137,062	2	13,456
3	8,602	...	...	...	...	69	184,463	3	8,602
...	...	...	...	...	...	42	125,090	...	...
2	5,823	...	...	...	...	45	130,839	2	5,823
10	31,719	...	...	...	...	45	128,943	10	31,719
4	10,352	...	...	...	...	48	137,951	4	10,352
6	15,459	...	...	...	...	53	143,047	6	15,459
4	10,319	...	...	...	...	61	153,990	4	10,319
1	2,593	...	...	...	...	66	143,657	1	2,593
38	113,176	...	...	3	378	711	1,701,018	41	113,554

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	199	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134
1907-1908 ..	202	21,832	602	1,641,203	804	1,663,035	2	261
1908-1909 ...	215	24,238	628	1,713,946	843	1,738,184	1	114
1909-1910 ...	143	16,252	634	1,679,800	777	1,696,052	7	796
1910-1911 ...	137	19,982	568	1,602,334	705	1,622,266	2	268
1911-1912 ...	146	19,383	648	1,810,318	794	1,829,701	1	160
1912-1913 ...	163	20,464	650	1,893,534	813	1,913,998	1	177

CLEAR

1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....
1907-1908 ...	138	14,527	511	1,412,343	649	1,426,870	1	135
1908-1909 ...	139	16,006	455	1,283,383	594	1,299,389	...	.....
1909-1910 ...	103	11,568	525	1,464,946	628	1,476,514	...	.....
1910-1911 ...	130	16,167	557	1,542,485	687	1,558,651	...	.....
1911-1912 ...	121	13,522	541	1,520,104	662	1,533,626	...	.....
1912-1913 ...	118	16,023	571	1,610,650	689	1,626,673	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1903-1904 *to* 1912-13.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total,		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	203	24,341	684	1,642,530	887	1,666,871
72	163,180	74	163,346	201	20,389	654	1,641,864	855	1,662,253
68	154,286	69	154,420	228	25,051	676	1,762,674	904	1,787,725
60	139,741	62	140,002	204	22,093	662	1,780,944	866	1,803,037
29	50,672	30	50,786	216	24,352	657	1,764,618	873	1,788,970
113	265,680	120	266,476	150	17,048	747	1,945,480	897	1,962,528
86	224,054	88	224,322	139	20,200	654	1,826,388	793	1,846,588
109	269,291	110	269,451	147	19,543	757	2,079,609	904	2,099,152
104	276,013	105	276,190	164	20,641	754	2,169,547	918	21,90,188

ED.

17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	193	21,035	584	1,440,106	777	1,461,141
34	68,963	34	68,693	165	17,641	557	1,441,413	722	1,459,054
39	93,446	40	93,581	139	14,662	550	1,505,789	689	1,520,451
49	113,149	49	113,149	139	16,006	504	1,396,582	643	1,412,538
46	122,199	46	122,199	103	11,568	571	1,587,145	674	1,598,713
36	108,541	36	108,541	130	16,167	593	1,651,026	723	1,667,193
47	136,076	47	136,076	121	13,522	588	1,656,180	709	1,669,702
26	80,335	26	80,335	118	16,023	597	1,690,985	715	1,707,008

Exports of Indian Manufactured Piece-Goods and Yarns from Bombay Port only.

1912-1913.

From Official Returns.] [*Year ending 31st March* 1913.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees (000's omitted).	Per-centage.
	Millions of (0000's omitted.)			Goods.	Yarns.	Millions of lbs. (0000's omitted.)	Per-centage.	(000's omitted.)		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	59·70	*14·92	191·86	16·58	83·08	206·78	64·44	† 109·95	9,27·07	16·64	82·37	‡10,36·02	58·19
Indian Ports	268·40	*67·10	31·28	74·60	13·54	98·38	30·66	(a)493·38	1,66·01	75·33	14·75	(b) 6,59·39	37·04
Interior by Rail	* 31·72	7·93	7·80	8·82	3·38	15·73	4·90	§ 52·59	§ 32·37	8·03	2·88	§ 84·96	4·77
Total Indian ...	300·12	75·03	39·08	83·42	16·92	114·11	35·56	5,45·97	1,98·38	83·36	17·63	7,44·35	41·81
Grand Total ...	359·82	89·95	230·94	100·00	100·00	320·89	100·00	6,54·92	11,25·45	100·00	100·00	17,80·37	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.) Rs. 1,15·39 lakhs; or,
‡ Inclusive of Yarns Rs. 10,42·46 lakhs
§ Estimated, Government having discontinued the publication of the value of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(a) Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.) Rs. 4,99·81 lakhs; or,
(b) Inclusive of Yarns Rs. 6,65·82 lakhs.

Exports of Indian Manufactured Piece-Goods & Yarns from Bombay Port only.

1911-1912.

From Official Returns.] [*Year ending 31st March* 1912.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns. Millions of [0000's omitted.]	Percentage of Goods.	Percentage of Yarns.	Total Weight. Millions of lbs. [0000's omitted.]	Total Weight. Per-centage.	Lakhs of Rupees. [000's omitted.] Goods.	Lakhs of Rupees. [000's omitted.] Yarns.	Percentage of Goods.	Percentage of Yarns.	Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
	Yards.	lbs.	lbs.	%	%		%			%	%		%
Foreign Ports	57·40	*14·35	142·45	15·84	78·37	156·80	57·57	†101·78	709·89	16·31	77·56	‡811·67	52·73
Indian Ports	268·38	*67·09	30·59	74·06	16·83	97·68	35·86	(a) 466·12	161·55	74·67	17·65	(b) 627·67	40·77
Interior by Rail	*36·61	9·15	8·73	10·10	4·80	17·88	6·57	§ 56·30	§ 43·79	9·02	4·79	§ 100·09	6·50
Total Indian ...	304·99	76·24	39·32	84·16	21·63	115·56	42·43	522·42	205·34	83·69	22·44	727·76	47·27
Grand Total ...	362·39	90·59	181·77	100·00	100·00	272·36	100·00	*624·20	915·23	100·00	100·00	1,539·43	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*.
† Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, etc.), Rs. 107·84 lakhs; or,
‡ Inclusive of Yarns Rs. 817·73 lakhs.
§ Estimated, Government having discontinued the publication of the value of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(*a*) Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, etc.), Rs. 473·56 lakhs; or,
(*b*) Inclusive of Yarns Rs. 635·11 lakhs.

Foreign Countries to which Grey Cotton Piece-Goods of Indian manufacture have been exported from Bombay since 1907–1908.

(*From Government Returns.*) *Years ending* 31*st March.*

To	In lakhs of yards (000's omitted.)					
	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.
Aden and Dependencies	82·40	79·54	82·26	80·83	76·50	90·48
Ceylon	·50	·22	·48	·18	·14	·46
Straits Settlements	1·25	·98	1·00	1·03	·64	1·66
China-Hongkong	·45	3·11	·71	1·43	·40	·79
China Shanghai, etc.	3·45	32·60	30·18	15·67	1·27	8·55
Mauritius and Dependencies ...	9·02	14·96	14·83	14·34	14·17	17·12
Zanzibar and Pemba	16·41	9·31	12·09	12·23	11·25	6·00
East African Protectorate ...	29·86	20·47	28·64	35·86	30·55	37·08
Seychelles	·67	·08	·28	·20	·67	·44
Turkey-Asiatic	79·34	88·09	86·34	181·16	57·11	57·14
Arabia-Bahrein, Muscat, etc. ...	10·29	7·94	16·08	25·51	21·08	17·66
Persia	24·59	2 ·85	53·33	26·41	40·46	36·31
Egypt	13·08	22·15	17·51	19·39	19·51	10·42
Madagascar	...	·16	·45	·04	·22	·04
Siam	16·26	17·80	18·64	16·38	13·11	21·32
Abyssinia	11·95	...	...	...	1·75	...
Portuguese East Africa	43·56	49·34	64·19	53·50	36·58	46·36
German „ „	36·18	39·89	58·77	53·61	55·40	69·41
Italian „	...	16·71	14·46	13·05	5·83	3·87
French Somaliland	...	...	...	...	...	·87
Other Countries	1·96	1·52	·38	1·37	·24	·04
Total Grey Piece-Goods ...	381·22	428·72	500·62	552·19	386·88	426·02
Value in Lakhs of Rupees ...	57·71	62·24	72·41	82·27	60·62	69·92

Foreign Countries to which Indian Yarns have been exported from Bombay since 1907-08.

(*From Government Returns.*) *Years ending* 31*st March.*

To	In Lakhs of lbs. (000's omitted.)					
	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13
United Kingdom	57·96	19·35	6·21	6·47	8·69	6·68
Malta and Gozo	·37	1·32	1·32	1·29	1·98	1·72
Cyprus	·40	·43	·08	...	·18	...
Germany	51·27	3·94	...	...	...	...
Holland	·20	...	·03	·02	...	...
Belgium	23·19	3·29	·16	·04	...	...
France	2·79	·72	·12	·02	·02	...
Spain	·18	·04	...	...	...	...
Italy	33·60	·48	·02	·04	...	...
Austria-Hungary...	92·89	5·41	3·16	1·43	·77	·84
Bulgaria	·21	5·86	2·63	1·46	1·08	·20
Roumania	·30	1·10	...	...	·34	·20
Greece	1·01	·13	...	·06	·02	...
Aden and Dependencies... ...	19·02	16·37	19·00	19·10	22·53	20·85
Ceylon	·71	·41	·39	·61	·82	·82
Straits Settlement	53·81	41·97	46·40	29·62	40·83	42·04
China-Hongkong...	636·62	869·48	774·99	778·18	537·69	900·63
Do. Shanghai, etc.	928·88	1,132·34	1,098·29	727·78	672·62	818·85
Japan	...	3·76	...	...	...	...
Zanzibar and Pemba	·44	·63	·28	·42	3·22	·52
East Africa Protectorate ...	·19	·17	·17	·15	·18	·18
Turkey in Europe	16·72	3·64	·42	1·06	2·85	5·18
Turkey in Asia	81·53	86·60	97·31	95·02	75·46	64·09
Arabia-Bahrein, Muscat, etc. ...	6·07	5·60	5·78	7·46	9·41	8·28
Persia	27·33	17·58	23·42	25·41	15·87	18·74
Java	6·57	7·32	8·57	12·18	9·14	2·37
Siam	3·43	2·01	5·32	1·86	1·68	2·72
Phillippines	·45	·21	·29	·31	·22	·21
Egypt	29·46	20·77	22·46	28·82	17·65	21·08
Tripoli	·01	·03	...	·06	·26	1·51
Portuguese, German and Italian East Africa	2·02	1·13	1·36	2·06	·70	·75
Other Countries	·33	·32	·46	·08	·28	·13
Total Yarns ...	2,077·96	2,252·41	2,118·64	1,741·01	1,424·49	1,918·59
Value in lakhs of Rupees ...	865·07	927·17	906·42	818·49	709·89	927·07

STATEMENT showing the Exports from Bombay by Sea of Indian Manufactured Piece-Goods and Yarns since 1887.

Years ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1887.....	49,392	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888.....	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889.....	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890.....	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891.....	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892.....	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893.....	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894.....	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895.....	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896.....	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897.....	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898.....	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899.....	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900.....	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902.....	89,216	141,252,169	34,907,243	15,944	24,606,384	105,160	165,858,553	41,464,638	674,450	266,698,930
1903.....	86,838	143,054,079	34,798,444	20,340	32,436,521	107,178	175,490,600	43,872,650	725,338	286,920,007
1904.....	103,730	171,027,232	42,941,062	24,328	37,864.072	128,058	208,891,304	52,222,851	580,847	229,480,205
1905.....	113,474	189,298,879	49,406,422	24,847	41,285,870	138,321	230,584,749	57,646,187	750,639	297,389,194
1906.....	107,675	186,018,348	48,719,629	24,545	42,635,922	132,220	228,654,270	57,163,567	703,006	278,821,792
1907.....	123,967	222,306,983	60,617,174	31,486	51,605,269	155,453	273,912,252	68,478,063	608,980	241,085,783
1908.....	120,300	215,698,687	60,862,003	30,997	50,792,342	151,297	266,491,029	66,622,757	598,621	234,484,640
1909.....	141,920	252,992,500	70,093,139	39,326	66,751,717	181,246	319,744,217	79,936,054	636,329	252,460,745
1910.....	136,972	250,489,940	68,312,314	45,333	75,673,845	182,305	326,163,785	81,540,946	565,999	223,758,970
1911.....	122,601	224,438,698	63,524,949	54,000	89,411,376	176,601	313,850,074	78,462,518	403,214	158,582,640
1912.....	126,681	231,976,527	66,009,051	64,169	107,289,928	190,850	339,266,455	84,816,614	579,281	228,759,617
1913.....	97,005	177,239,570	50,527,978	55,071	92,467,657	152,076	269,707,227	67,426,327	518,230	205,207,962

* *B.N.*—The weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1913 by 4·00 lbs.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 25th February 1914.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good ; to promote and protect the general mercantile interests of this Presidency ; to collect and classify information on all matters of general commercial interest ; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general ; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business ; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest ; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner :—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representatives of the Chamber in the Legislative Councils of the Governor-General of India and the Governor of Bombay not being Members of the Committee at the time of their election they shall also be ex-officio Members of the Committee during their term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representatives of the Chamber in the Legislative Councils of the Governor-General of India and the Governor of Bombay shall also be ex-officio Members of the Committee during their term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m.. by a Scrutineer (appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election as Chairman or Deputy Chairman, seven

days before the date fixed for each election. The ballot-box shall be open from 10-30 a.m. till 4 p.m. on each of these seven days.

7. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

8. No Member of the Chamber shall give more than one vote for a candidate.

9. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

10. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

11. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

12. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall, in all cases, be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

13. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would, in natural course, take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March, and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened, twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorized to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman, cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall, at each Annual General Meeting, submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representatives on the Council of the Governor General of India, the Council of the Governor of Bombay and the Board of the City of Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p. m. by a Scrutineer (previously appointed by them) and the Secretary who will jointly declare the result of the voting.

4. The voting shall be, by papers, signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association on 7th August 1913.

1. The Chamber of Commerce and the Native Piece-Goods Merchants' Association will each appoint a number of members not exceeding 30 to act as Surveyors.

2. In event of Surveyors disagreeing in their award, they may refer the matter to an Umpire chosen by themselves before the arbitration is commenced. The said Umpire to be selected either from the official lists of Surveyors drawn up by the Chamber and the Association, respectively, or from the list of Umpires drawn up as mentioned in Clause 4.

3. If Surveyors are unable to agree as to their Umpire and also disagree in their award, they shall refer the dispute to the Chamber of Commerce for the appointment of an Umpire.

4. The list of Umpires will be drawn up at a meeting held in the Chamber of Commerce between the Chairmen and Vice Chairmen of the Chamber and of the Association, respectively, and the number selected from each body shall be equal. The number of each shall not be less than six and not more than twelve. The actual number shall be fixed at the first meeting held.

At this said Meeting the representatives of the Chamber and of the Association will select their own Umpires, respectively.

5. The appointment of Umpires is left to the Chamber of Commerce when disputes are referred to the Chamber for such an appointment.

6. In cases where it is considered that special expert knowledge is required, the Chamber has the right to appoint an Umpire who may not necessarily be on the official list of Umpires.

7. In all cases, the decision of an Umpire shall be final.

8. This agreement shall come into force on 15th October, but business shall be resumed at once.

9. Six months' notice in writing shall be given by either party before this agreement can be terminated.

NOTE.—The Chamber undertakes to act fairly in the appointment of Umpires as between the two parties.

The proposed additions Nos. 1, 2, 3, 4 mentioned in the Association's letter, dated 2nd April last, are withdrawn, and No. 5 is accepted.

No. 5 reads as follows:—

In cases where both the Surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the Umpire shall either agree with one or other of the Surveyors, or shall award compensation within the limits awarded by the Surveyors.

10. The Native Surveyors to be chosen from among the following:—

1. Mr. Jugjivan Sheskaran (Messrs. Amritlal Jugjivan).
2. „ Javerchand Cullianji (Messrs. Chunilal Shakelchand).
3. „ Jaithabhai Valjee.
4. „ Rowji Naranji.
5. „ Valji Sunderji.
6. „ Chaturbhuj Shivji.
7. „ Vussonji Naranji (Messrs. Matubhai Vussonji).
8. Rao Saheb Purshotam Odhavji, J. P.
9. The Hon'ble Mr. Manmohandas Ramji, J. P.
10. Mr. Purshotam Cooverji (Messrs. Tricumdas Purshotam).
11. „ Runchordas Thakersey.
12. „ Narandas Haribhai (Messrs. Hemraj Jaisang).
13. „ Devidas M. Thackersey (Messrs. Madhowji Thackersey).
14. „ Hemraj Canji.
15. „ Madhavji Thackersey.
16. „ Vithaldas Damodar Govindji (Messrs. Damodar Govindji).
17. „ Gopalji Walji Soonderji.
18. „ Jamnadas Harakhji.
19. „ Runchordas Harjivan (Messrs. Damoder Haridas).
20. „ Motilal Valabhji (Messrs. Motilal Keshavji).
21. „ Valji Govind (Messrs. Morarji Cullianji & Co.).
22. „ Haridas Hemraj Canji (Messrs. Hemraj Canji).
23. „ Dhunjishaw Ardeshir (Messrs. Hormusji Khursetji).
24. „ Hemchand Amirchand (Messrs. Tulakchand Jetha).
25. „ Naranji Nursey (Messrs. Gordhandas Naranji).

11. The European Surveyors to be chosen from among the following :—

Mr. F. Barraclough	(Messrs. L. & F. Barraclough & Co.)
„ L. Barraclough	(„ L. & F. Barraclough & Co.)
„ J. B. Bennett	(„ Latham, Abercrombie & Co.)
„ R. Bossi	(„ C. Boggiano & Co.)
„ G. H. Bowman	(„ Lyon Lord & Co., Ld.)
„ A. D. M. Clark	(„ Bombay Co., Ld.)
„ B. H. Duxbury	(„ J. Duxbury & Co., Ld.)
„ R. D. England	(„ W. & A. Graham & Co.)
„ M. Fox	(„ Forbes, Forbes, Campbell & Co., Ld.)
„ Max Frei	(„ Hegerle Sulzer & Co.)
„ S. Hanhart	(„ E. Spinner & Co.)
„ H. Holmes	(„ Gysi & Kleinjung, Ld.)
„ N. G. Hunt	(„ Greaves, Cotton & Co.)
„ E. R. Leefe	(„ Kahn & Kahn.)
„ S. de Leeuw	(„ Worman & Co.)
„ J. Liebel	(„ Bume & Reif.)
„ A. Pallis	(„ Ralli Bros.)
„ F. H. Pearce	(„ Ewart Latham & Co.)
„ O. Roetting	(„ Schroder Smidt & Co., Ld.)
„ J. Van Rykom	(„ Holland-Bombay Trading Co., Ld.)
„ T. Sharples	(„ Steiners, Ld.)
„ F. F. Stileman	(„ Killick, Nixon & Co.)
„ H. Tessmann	(„ A. Blascheck & Co.)
„ W. T. Tootill	(„ C. Macdonald & Co.)
„ H. Watson	(„ E. D Sassoon & Co.)
„ J. R. Webster	(„ Ewart Latham & Co.)

12. Umpires to be chosen from the following list :—

Mr. Thomas Sharples.
„ A. P. Stewart.
„ L. McIlwrick.
„ H. Holmes.
„ L. Barraclough.
„ H. Tessmann.
„ T. Zouros.
„ Jaithabhai Valjee
„ Rowji Naranji.
„ Vussunji Naranji
„ Purshotam Cooverji.
„ Devidas M. Thackersey.
„ Hemraj Canji.
„ Gopalji Walji Soonderji.

13. The fee for each Umpire's decision will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the Umpire, loser paying, subject to the provisions of the Rule following.

14. It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealer. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house;

RULES AND REGULATIONS
FOR THE
MEASUREMENT FOR TONNAGE
of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal.

The certificates of measurements shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which it has been made.

(8) Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorizing the Measurer to accept for measuremeut and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*)	On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales.	pies 3 per bale.
(*b*)	On Round Timber or Logs, each	annas 8
(*c*)	On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) & (*b*) in packages of diverse dimensions...	anna 1 per package.
	Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.	
(*d*)	On goods of any description measured on board a vessel	anna 1 per package.
(*e*)	When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.	

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth: The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto . ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22, and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates: the second copy he will hand to the shippers at the time of measurement, and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations were the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June 1889.

IMPORT, EXPORT AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchase of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged...	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction, or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house-rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the position of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary...	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government Paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	¼

NATIVE CONSIGNMENTS.

27. The recognized rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28. On procuring freight 2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29. On collecting freight 2½

30. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½

31. On shipping goods of every description on which no commission for the purchase has been charged 1

32. On shipping treasure, bullion, and jewellery ... ... ⅛

33. On ship's disbursements when not in funds 1

34. On account of passage-money, whether the same passes through the Agent's hands or not 5

35. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½

36. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1

37. On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold 1

If Opium, Indigo, Raw Silk or Silk Goods ... ... ½

If Treasure, Precious Stones, or Jewellery ... ... ¼

38. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871 regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution :—

> " That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London, payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 21st February 1912 :—" That the Resolution passed by the Chamber on 25th January 1888 regarding ship freight outwards from Bombay; payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for Bills of Lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903:—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1909 :—

"It is the opinion of the Chamber of Commerce that pockets of cargo of any kind ought not to be of greater dimensions than 20″×28″ and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. deadweight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

AT a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chambers.

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co. and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. deadweight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jowari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts.; Mussur in bags, 16 cwts.; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts ; Wheat, 16 cwts. "

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do. ...	14 cwt.	.....
*Do. C do. do. ...	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½ × 25 inches.

*At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet
Do. in bags or frazils	14 cwt.	16 cwt
Coir, in bales	40 feet.	50 feet
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	10 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. in pieces (machine pressed) ...	12 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...
Oil Cake Powder	16 cwt.	...

** At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows:—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description and mixtures containing more than 2 per cent. of such	10 cwt.	17 cwt.
Castor Seed, other sorts, not containing more than 2 per cent. of the Bold Cawnpore description	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82⅔ lbs.	To the Ton. 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zakdory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
			Rs.	a.	p.	Rs.	a.	p.
1	Acids, viz.:—Carbolic, Citric, Gallic & Tannic	Case ...	0	5	0	0	5	0
2	Do. do. do. do.	Drum ...	0	2	0	0	2	0
3	All other Acids...	Case ...	0	9	0	0	9	0
4	Do. do.	Half-case ...	0	6	0	0	6	0
5	Do. do.	Drum ...	0	5	0	0	5	0
6	Aërated Waters	One dozen ...	0	1	3	0	1	3
6A	Alabaster	Ton ...	2	4	0	2	4	0
7	Ale, Beer, Porter and Cider in wood	Hogshead ...	0	7	0	0	7	0
8	Do. do. do. do. in bottles	One doz. qts. or 2 doz. pints.	0	1	6	0	1	6
9	Do. do.	Kilderkin ...	0	3	6	0	3	6
10	Do. do.	Firkin ...	0	2	0	0	2	0
11	Almonds in bags	Ton ...	1	12	0	1	12	0
11A	Almonds in Casks	Package ...	Measurement.					
12	Alum	Ton ...	1	4	0	1	4	0
12A	Ammonia in Cylinders	Package ...	0	9	0	0	9	0
13	Anchors	Ton ...	1	12	0	1	12	0
14	Do.	Coolie-load ...	0	2	0	0	2	0

No. of Item.	Description of Goods.	How charged.	IMPORTS. Wharfage.	EXPORTS. Wharfage.
			Rs. a. p.	Rs. a. p.
15	Apparel, not accompanying passengers	Case or package ...	Measurement.	
16	Arrowroot, country	Ton ...	2 4 0	2 4 0
17	Do. foreign	Case or package ...	Measurement.	
18	Arsenic	Package ...	Do.	
19	Asphalte...	Ton ...	1 12 0	1 12 0
20	Assafœtida, refined	Do. ...	4 0 0	4 0 0
21	Do. do. in cases or packages with a minimum charge for a single case or package of one anna	Cwt. ...	0 6 0	0 6 0
22	Do. coarse	Ton ...	2 0 0	2 0 0
23	Attar—*see* Oils, perfumed.			
24	Ballast and Kentledge by cart	Do. ...	0 4 0	0 4 0
25	Do. do. by lighters to or from Port Trust Bunders ...	.....	Free.	
25A	Bamboos, superior, for spear handles, &c.	Per bundle of 50 ...	0 4 0	0 4 0
25B	Do. do.	Per bundle of 100 ...	0 8 0	0 8 0
25C	Do. do.	Per 100 loose ...	0 8 0	0 8 0
26	Bangles, foreign	Case ...	0 7 0	0 7 0
27	Bardans	Bundle or package ...	0 4 0	0 4 0
28	Baskets, cane	Dozen ...	0 1 6	0 1 6
28A	Bayonets	Each ...	0 2 0	0 2 0
29	Beads in cases	Case ...	0 7 0	0 7 0

30	Beeda-nuts—*see* Myrabollams.					
31	Beef and Pork	Tierce ...	0 7 0	0 7 0		
32	Do.	Barrel ...	0 4 6	0 4 6		
33	Beer—*see* Ale.					
34	Bees' wax	Package ...	0 5 0	0 5 0		
35	Betel-nut	Ton ...	1 13 0	1 13 0		
36	Bhang	Do. ...	2 12 0	2 12 0		
37	Bicycles, Tricycles and Velocipedes	Per case or package...	Measurement.			
38	Billiard Tables...	Each ...	Do.			
39	Biscuits, ship	Ton ...	2 0 0	2 0 0		
40	Do. in cases	Case ...	Measurement.			
41	Biscuits in tins, loose	One dozen ...	0 4 6	0 4 6		
42	Blood-stones, Cambay stones and Gold-stones	Case or package ...	0 5 0	0 5 0		
43	Boats, ordinary ships'...	Each ...	2 8 0	2 8 0		
44	Boilers	.....	Same rates as Machinery.			
45	Bones, Bone-dust, Bone-meal and Blood manure	Ton ...	1 12 0	1 12 0		
46	Books	Case or package ...	Measurement.			
47	Boots and Shoes, foreign	Do. ...	Do.			
48	Borax, unrefined	Ton ...	2 0 0	2 0 0		
49	Bottles, empty, Medicine Phials	Case or Package ...	Measurement.			
50	Do. do. quarts	Gross ...	0 6 0	0 6 0		
51	Do. do. pints	Do. ...	0 4 0	0 4 0		
52	Do. do. of smaller size than pints...	Case or package ...	Measurement.			
53	Bran	Ton ...	0 12 0	0 12 0		
54	Brass Leaves—*see* Orsidue.					
55	Do. of sorts and Brassware	Do. ...	2 0 0	2 0 0		
56	Do. do. when no weight given		Measurement.			
57	Bricks, Bath	Dozen ...	0 0 6	0 0 6		
58	Do. Fire	Ton ...	1 12 0	1 12 0		
59	Buckets, Iron	One Dozen ...	0 3 0	0 3 0		
60	Bullion, Specie, Gold and Silverware, Plate, &c.	Box or case ...	0 8 0	0 8 0		

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.			Exports. Wharfage.		
			Rs.	a.	p.	Rs.	a.	p.
61	Camphor	Ton	2	12	0	2	12	0
62	Camphorwood Drawers and Boxes	Each case	0	8	0	0	8	0
63	Candles	Cwt.	0	4	0	0	4	0
64	Canes—*see* Rattans.							
65	Canvas	Bale	0	8	0	0	8	0
66	Do.	Bolt	0	2	6	0	2	6
67	Cardboards and Strawboards	Case or bale	0	6	0	0	6	0
68	Carpets, woollen or foreign	Case or package	0	11	0	0	11	0
69	Do. cotton	Do.	0	6	0	0	6	0
70	Cardamoms	Cwt.	0	4	0	0	4	0
71	Do. bastard—*see* Spices.							
72	Carriages, four-wheeled	Each	10	0	0	10	0	0
73	Carriages, two-wheeled	Do.	8	0	0	8	0	0
	Do. to or from Indian Coast Ports, 4-wheeled	Do.	4	0	0	4	0	0
	Do. do. do. do. 2 do.	Do.	3	0	0	3	0	0
74	Cassaware	Ton	2	0	0	1	12	0
75	Casks and Hogsheads, empty	Each	0	2	6	0	2	6
76	Do. do. half and quarter	Do.	0	1	3	0	1	3
77	Butts, Pipes and Puncheons	Do.	0	3	6	0	3	6
78	Cement	Ton	1	2	0	1	2	0
79	Chalk	Do.	1	6	0	1	6	0

80	Cheese, in cases	Case	Measurement.			
81	Do. loose	Each	0	0	6	0 0 6
82	Chemicals—*see* Drugs and Medicines.					
83	Chillies, dried	Ton	1	2	0	1 2 0
84	China, copper cash	Do.	1	12	0	1 12 0
85	Do. white copperware	Case	0	8	0	0 8 0
86	Do. garden seats	Each	0	4	0	0 4 0
87	Do. and Japanware	Case	Measurement.			
88	Do. ware in rolls, large	One dozen	0	4	6	0 4 6
89						
90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0	5	0	0 5 0
91	Do. do. do.	Case of ½ doz. & under	0	3	0	0 3 0
92	Do. Roots	Ton	2	0	0	2 0 0
93	Cigars or Cheroots	Case	Measurement.			
94	Clay, China and Fire	Ton	2	0	0	2 0 0
95	Clocks	Case of under 8 c. ft.	0	8	0	0 8 0
96	Do.	Do. over 8 c. ft.	0	14	0	0 14 0
97	Clove, Stems	Ton	1	4	0	1 4 0
98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do.	0	14	0	0 14 0
99	Coal and Coke in bags	Do.	0	10	0	0 10 0
100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000	0	8	0	0 8 0
101	Cochineal	Cwt.	0	3	3	0 3 3
102	Coffee	Ton	1	3	0	1 4 0
103	Coins, copper	Box or package	0	3	0	0 3 0
104	Do. gold and silver—*see* Bullion.					
105	Coir, Fibre	Ton	1	2	0	1 9 0
106	Do. pressed	Bale	0	3	6	0 3 6
107	Do. Rope, Cable, Cordage and Yarn	Ton	1	2	0	1 4 0
108	Colomba-root	Do.	2	0	0	2 0 0
109	Confectionery	Case	Measurement.			

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
110	Copper Sheets	Ton ...	2 0 0	1 4 0
111	Do. Cakes, Slabs or Tiles	Do ...	1 12 0	1 8 0
112	Do. Ware and Wire	Do. ...	2 0 0	1 12 0
113	Do. do. when no weight is given	Package ...	Measurement.	
114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton ...	2 0 0	2 0 0
115	Copra	Do. ...	1 0 0	1 9 0
116	Coral	Box ...	0 13 0	0 13 0
117	Do. imitation	Case ...	Measurement.	
118	Cordage and Rope—Hemp, Europe and Manilla	Ton ...	2 4 0	2 4 0
119	Coriander seed	Do. ...	1 9 0	1 9 0
120	Corks	Bale or Case ...	Measurement.	
121	Cotton, Raw*—			
A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts, or under	Bale or Docra ...	0 2 0	0 2 0
B	American or other pressed bales of 4 cwts. or over	Bale ...	0 3 6	0 3 6
C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra ...	0 5 0	0 5 0
122-123	*Cancelled.*			
124	Cowries...	Ton ...	1 8 0	1 8 0

125	Crackers, China	Case of 1 picul of 133 lbs. ...	0 6 0	0 6 0	
126	Do. do.	Do. under 1 picul ...	0 4 0	0 4 0	
127	Crockery, Queen's porcelain and earthenware	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.	
128	Cumin seed	Ton ...	2 12 0	2 12 0	
129	Cutlery	Case ...	Measurement.		
130	Dammer	Ton ...	2 1 0	2 1 0	
131	Dates, dry	Do. ...	1 0 0	1 0 0	
132	Do. wet	Do. ...	1 0 0	1 0 0	
133	Do. in pots...	One doz. pots. ...	0 6 0	0 6 0	
134	Disinfecting Powder	Ton ...	1 8 0	1 8 0	
135	Drugs and Medicines, foreign, not enumerated....	Case ...	Measurement.		
136	Drugs, country	Ton ...	2 4 0	2 4 0	
137	Do. do.	Case ...	0 3 0	0 3 0	
138	Dyes, country and foreign in bulk	Ton ...	2 0 0	2 0 0	
139	Dyes, foreign	Case or package ...	Measurement.		
140	Dragon's blood	Do. ...	0 7 0	0 7 0	
141	Earthenware, foreign—*see* Crockery.				
142	Earthenware, Piping, Retorts, &c., for Drainage	Ton ...	1 12 0	1 12 0	

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.			
144	Fans	Case	0 7 0	0 7 0
145	Fat, Grease, Lard and Tallow	Ton	2 0 0	2 0 0
146	Feathers	Case or Package	0 7 0	0 7 0
147	Felt	Bale	Measurement.	
148	Firewood	Ton	0 12 0	0 12 0
149	Fishmaws	Do.	2 2 0	2 2 0
150	Flax and Linen Piece-goods	Bale	0 7 0	0 7 0
151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3)	Ton	0 10 0	0 8 0
152	Fruits, fresh, foreign	Case	0 2 0	0 2 0
153	Do. do. do.	Barrel	0 2 6	0 2 6
154	Do. dried, not enumerated	Ton	2 0 0	2 0 0
155	Do. do. from Europe	Case	Measurement.	
156	Do. fresh, from Zanzibar and Muscat	Basket	0 2 0	0 2 0
157	Furniture	Case	Measurement.	
158	Chairs, loose	Each	0 1 6	0 1 6
159	Gallnuts—*see* Myrabollams.			
159A	Gallnuts, Persian	Ton	As Country Drug.	
160	Ghee	Do.	1 12 0	1 12 0
161	Ginger, dry	Do.	1 2 0	1 4 0
162	Glassware	Hhd. or crate	Measurement.	
163	Glass, window	Box under 6 c. ft.	0 2 6	0 1 9

163A	Do.	„ over 6 c. ft. ...	Measurement.	
164	Do. broken	Box or package ...	0 6 0	0 6 0
165	Goats' hair, pressed	Bale ...	0 6 0	0 3 0
166	Gold, Gold-leaf, &c.—*see* Bullion.			
167	Gold-leaf, mock	Box or package ...	0 3 0	0 3 0
168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton ...	0 9 0	0 8 0
169	Ground-nuts	Do. ...	0 13 0	0 13 0
170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bdellium ...	Do. ...	2 4 0	2 0 0
171	Gunny pieces and bags	Bale of over 200 pieces ..	0 5 0	0 6 0
172	Do. do.	Half bale (above 50 & up to 200 pieces)	0 4 0	0 4 0
173	Do. do.	Bale of 50 pieces ...	0 2 0	0 2 0
174	*Cancelled.*			
175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.—(*See* Machinery).			
176	Guns, Small Arms, Sporting Guns, Rifles, Pistols, Revolvers, &c., when imported or exported singly as part of personal equipment of luggage	.....	Free.	
176A	Do. do. when imported or exported in cases or packages	Case or package ...	Measurement.	
177	*Cancelled.*			
178	Haberdashery, Millinery, Hosiery, &c.	Case ...	Measurement.	
179	Hams in cases	Do. ...	Do.	
180	Do. in canvas, loose	Do. ...	0 0 6	0 0 6
181	Hardware	Ton ...	2 4 0	1 12 0
182	Do. when no weight is given	Case ...	Measurement.	
183	Harmoniums and Organs if under 20 cubic ft.	Each ...	1 4 0	1 4 0
184	Do. do. if 20 c. ft. and under 30 c. ft.	Do. ...	1 13 0	1 13 0
185	Do. do. „ 30 c. ft and „ 40 c. ft.	Do. ...	2 6 0	2 6 0
186	Do. do. „ 40 c. ft. and „ 50 c. ft.	Do. ...	3 0 0	3 0 0
187	Do. do. „ 50 c. ft. and „ 60 c. ft.	Do. ...	5 0 0	5 0 0
188	Do. do. „ 60 c. ft. and „ 70 c. ft.	Do. ...	8 0 0	8 0 0

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
189	Harmoniums and Organs if 70 c.ft. and under 80 c.ft.	Each	12 0 0	12 0 0
190	Do. do. „ 80 c. ft. and over	Do.	15 0 0	15 0 0
191	Harness and Harness requisites	Case	Measurement.	
192	Hats and Caps—*see* Haberdashery.			
193	Hay and Straw, pressed	Bale	0 4 6	0 4 6
194	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
195	Hemp, pressed	Bale	0 4 0	0 3 0
196	Hessians	Do.	0 5 0	0 8 0
197	Hides, Buffalo, &c.	One hundred	1 0 0	1 0 0
198	Horns, of kinds	Ton	1 6 0	1 6 0
199	Ice	Do.	1 12 0	1 12 0
200	Do. small quantities for use of ships in Docks		Free.	
201	Incense—*see* Olibanum.			
202	Indian Condiments	Case	Measurement.	
203	Indigo	Ton	2 0 0	2 0 0
204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case	Measurement.	
205	Ink	Case or package	0 11 0	0 11 0
206	Do.	Cask	0 14 0	0 14 0
207	Do.	Package of not more than 50 lbs.	0 2 0	0 2 0
208	Ironmongery	Ton	2 4 0	2 0 0
209	Do. when no weight is given	Package	Measurement.	

210	Iron and Steel—								
	(i) Iron or Steel Bras, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle Tee and Old	Ton	1	2	0	1	2	0
	(ii) Steel-Fagot, Keg, Spring and Octagon	Do.	1	8	0	1	8	0
211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do.	1	10	0	1	10	0
212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.							
213	Ivory, Elephants' Tusks, &c.	Cwt.	0	3	3	0	3	0
214	Ivoryware	Package	0	10	0	0	10	0
215	Jaggery	Ton	0	12	6	0	12	6
216	Jars, fancy, large, China and Japan	Each	0	3	0	0	3	0
217	Do. common, large	One hundred	6	0	0	6	0	0
218	Do. do. small	Do.	4	0	0	4	0	0
219	Jewellery and Trinkets*	Box or package	1	8	0	1	8	0
220	Jewellery and Trinkets, imitation	Do.	0	8	0	0	8	0
221	Jute, pressed	Bale	0	5	0	0	3	0
222	Kerosine Oil	Case of 8 imp. gal.	0	1	3	0	1	3
223	Khootwood	Ton	2	0	0	2	0	0
224	Lac	Do.	2	8	0	2	8	0
225	Lac-dye	Package	0	7	0	0	7	0
226	Lace and Thread, Gold and Silver, or Kinkob	Do.	0	8	0	0	8	0
227	Do. do. do. do. mock	Case or package	Measurement.					
228	Lead, Pig, Piping, Sheet and Rolls	Ton	1	8	0	1	8	0
229	Do. Black, White and Red	Do.	2	4	0	2	4	0
229A	Lead, Red, Imitation (Red Earth or Ochre).	Do.	1	0	0	1	0	0
230	Lead Shot	Do.	2	4	0	2	4	0
231	Leather, foreign	Case or package	Measurement.					
231A	Liquid Fuel with flash point at or above 150° F	Per 8 gallons	0	0	6	0	0	6
232	Liquorice root	Ton	2	0	0	1	8	0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
233	Live Stock :—			
233	Bullocks	Each ...	1 0 0	1 0 0
1				
A	Cows and Buffaloes	Do. ...	1 12 0	1 12 0
B	Calves and Pigs	Do. ...	0 10 0	0 10 0
C	Dogs and Monkeys	Do. ...	0 3 0	0 3 0
D	Donkeys	Do. ...	1 12 0	1 12 0
E	Deer	Do. ...	0 10 0	0 10 0
F	Elephants	Do. ...	6 0 0	6 0 0
G	Fowls and Ducks	One dozen ...	0 3 6	0 3 6
H	Goats and Sheep	Each ...	0 5 0	0 5 0
I	Horses †	Do. ...	2 0 0	2 0 0
J	Mules	Do. ...	2 0 0	2 0 0
K	Pigeons, Quails and Partridges	Per dozen ...	0 2 0	0 2 0
L	Turkeys and Geese	Do. ...	0 6 0	0 6 0
M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ...	5 0 0	5 0 0
M-1	Tigers and other Wild Animals, cubs of	Do ...	1 0 0	1 0 0
N	Other small birds		Free.	
O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner			Do.
P	Animals for public gardens in India			Do.
234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive Officers when proceeding on or returning			

	from duty at the Docks				
235	*Cancelled.*				
236					
237	Machinery, up to ¼ ton weight	Ton ...	1 4 0	1 4 0	
238	Do. over ¼ and not exceeding 1½ tons	Do. ...	1 10 0	1 10 0	
239	Do. over 1½ and not exceeding 5 tons	Do. ...	1 14 0	1 14 0	
240	Do. over 5 and not exceeding 8 tons...	Do. ...	2 4 0	2 4 0	
241	Do. over 8 and not exceeding 11 tons	Do. ...	4 0 0	4 0 0	
242	Do. over 11 and not exceeding 15 tons	Do ...	5 0 0	5 0 0	
243	Do. over 15 and not exceeding 100 tons	Do. ...	7 8 0	7 8 0	
244	Madder or Munjeet	Do. ...	2 0 0	1 8 0	
244A	Mails		Free.		
245	Marble and Marble Slabs.	Ton ...	2 4 0	2 4 0	
246	Matches	Case ...	Measurement.		
247	Mats of sorts, foreign	Package of 50 ...	0 5 6	0 5 6	
248	Do. country	One hundred ...	0 6 0	0 6 0	
248A	Mats, Zanzibar...	Package ...	Measurement.		
249	Matting, coir	Do. ...	0 5 0	0 5 0	
250	Do. rolls of coir carpet	Do. ...	0 8 0	0 8 0	
251	Medicines—*see* Drugs.				
252	Metals, unenumerated...	Ton ...	2 0 0	1 4 0	
253	Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do. ...	2 0 0	2 0 0	
254	Do. do. for weights above 5 tons	Same rates as Machinery.			
255	Do. do. when no weight is given	Package ...	Measurement		
256	Millinery—*see* Haberdashery.				
257	Mill furnishings—*see* Rates for Machinery.				
258	Mineral waters...	Case or cask ...	0 5 0	0 5 0	
259	Mother-o'-Pearl Shells	Ton ...	2 4 0	1 12 0	
259A	Motor Cars, Wagons and Lorries, and their Accessories...	Case or package ...	Same rates	as machinery.	

† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
259B	Motor Bicycles or Tricycles	Case or package	8 0 0	8 0 0
260	Mowra Flowers	Ton	0 15 0	0 15 0
261	Musk	Case or package	1 4 0	1 4 0
262	Myrabollams or Gall-nuts and Beeda-nuts	Ton	0 15 0	0 15 0
263	Nails, of sorts	Do.	1 12 0	1 12 0
*265	Nuxvomica	Do.	2 0 0	1 8 0
266	Oilcake	Do.	1 2 0	1 2 0
267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils	Tin, drum or case up to 10 Imperial gals.	0 2 6	0 2 6
268	Do. do. do. do. in casks	Ton	1 8 0	1 8 0
269	Oils, perfumed	Case or pot	0 10 0	0 10 0
270	Oilcloth and Floorcloth	Ton	2 0 0	2 0 0
271	Oilman's Stores	Case below 2 c. ft.	0 2 0	0 2 0
272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
273	Do.	Case from 5 c. ft. and upwards	Measurement.	
274	Olibanum or Incense	Ton	1 12 0	1 8 0
275	Opium	Chest of 140 lbs.	1 12 0	1 4 0
276	Do.	Half chest	0 14 0	0 10 0
276A	Ore, Manganese	Ton	.....	0 8 0
276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do.	.....	*0 10 6
276C	Ore, Mineral other than Manganese	Do	.....	0 12 0

277	Organs and Harmoniums—*see* Harmonium.							
278	Orsidue or Brass leaves	Package	...	0 2 6		0 2 6		
279	Post parcels exceeding 11 lbs. in weight	Each	...	0 2 6		0 2 6		
280	Paints, oil	Ton	...	2 4 0		2 4 0		
281	Paper, of kinds (including Bales of old newspapers)	Case or bale	...	0 6 0		0 6 0		
281A	Paper imported from Calcutta or any Ports of British India	Bale	...	0 4 0		0 6 0		
282	Pearls	Box or package	...	1 0 0		1 0 0		
283	Do. imitation	Do. do.	...	0 7 0		0 7 0		
283A	Peas, blue, from Europe	Package	...	As Oilman's Stores.				
284	Pepper of kinds and Pepper Roots	Ton	...	2 0 0		1 12 0		
	Perambulators	Case	...	Measurement.				
285	Perfumery—Hair Oil, Pomades, &c.	Do.	...	Do.				
286	Pianofortes	Each	...	5 0 0		5 0 0		
286A	Pianolas	Do.	...	2 0 0		2 0 0		
287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	...	0 4 0		0 2 6		
288	Piece-goods, Silks and Velvets	Do.	...	0 12 0		0 12 0		
289	Do. Cotton and Silk, large bales	Do.	...	0 12 0		0 12 0		
290	Do. Woollens	Do.	...	0 6 0		0 5 0		
291	Pitch	Ton	...	2 2 0		2 2 0		
292	Porcelain—*see* Crockery.							
292A	Post Parcels not exceeding 11 lbs. in weight			Free.				
293	Plants for public gardens in India			Do.				
294	Platedware—*see* Bullion.							
295	Precious Stones	Box or case	...	1 0 0		1 0 0		
296	Provisions, fresh, for voyage†	Coolie-load	...	0 1 0		0 1 0		
297	Do. for daily use of Ships in Docks.			Free.				

* Includes the use of the Trustees' Tramway.

† Other *bona fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repair imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
298	Quicksilver	Bottle	0 5 0	0 5 0
299	Rags	Bale or package	0 4 0	0 3 0
300	Railway Plant and Materials		Same rates as Machinery.	
301	Raisins—*see* Fruits, dried.			
302	Rattans	Ton	2 4 0	2 4 0
303	Do. Malacca	One dozen	0 3 0	0 3 0
304	Rose-flowers, dried	Ton	2 4 0	2 4 0
305	Rose-water	Case	0 2 6	0 2 6
306	Do.	Carboy	0 1 0	0 1 0
307	Rope—*see* Cordage.			
308	Rosin	Ton	2 4 0	2 4 0
309	Saddlery—*see* Harness.			
310	Safflower	Ton	2 8 0	1 12 0
311	Saffron	Case	1 0 0	1 0 0
312	Sago	Ton	2 4 0	2 4 0
313	Do.	Case or package.	Measurement.	
314	Salammoniac	Ton	2 4 0	2 4 0
315	Salt, country	Do.	0 6 0	0 6 0
316	Do. Refined—*see* Oilman's Stores.			
316A	Do. English in Bulk	Ton	0 6 0	.....
317	Saltpetre	Do.	2 0 0	2 0 0
318	Samples, Cotton, small		Free.	
319	Do. other than above	Parcel	0 1 0	0 1 0
320	Do. do. in case	Case	Measurement.	

321	Sandalwood	Ton ...	2 0 0	2 0 0		
322	Do. boxes and ware	Package ...	0 7 0	0 7 0		
323	Sapanwood	Ton ...	1 10 0	1 6 0		
324	Seed, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c. ...	Do. ...	0 10 0	0 11 0		
325	Seeds other than Oil-seeds, unenumerated	Do. ...	1 12 0	1 12 0		
326	Senna Leaves	Do. ...	2 4 0	1 12 0		
327	Shark Fins and Samoodar Fins	Do. ...	2 2 0	2 2 0		
328	Shawls, Cashmere and Delhi...	Case or package ...	0 14 0	0 12 0		
329	Shawls, European	Do. do. ...	Measurement.			
330	Shellac	Ton ...	2 8 0	1 12 0		
331	Shells, in cases, unenumerated	Case ...	0 7 0	0 7 0		
332	Do. in bags and loose, unenumerated	Ton ...	2 0 0	1 8 0		
333	Shovels	Per dozen ...	0 3 0	0 3 0		
334	Silk, Raw	Case or bale ...	0 8 0	0 8 0		
335	Do. Piece-goods—*see* Piece-goods.					
336	Silverware—*see* Bullion.					
337	Skins, Goat and Sheep, tanned	Bundle, bale or case.	0 6 0	0 6 0		
338	Soap, perfumed, foreign	Case ...	Measurement.			
339	Do. bar do.	Do. ...	Do.			
340	Do. do. do. in small boxes	Per cubic foot ...	0 2 0	0 2 0		
341	Do. country, soft, and bar	Ton ...	1 12 0	1 12 0		
342	Spelter and Solder	Do. ...	1 14 0	1 14 0		
343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do. ...	1 12 0	1 8 0		
344	Cardamoms—*see* Special Rate for Cardamoms.					
345	Spirits, Liquors, and Wines in wood...	Imp. gal. ...	0 0 3½	0 0 3½		
346	Do. do. do. in bottle	1 doz. qts. or 2 doz. pints ...	0 2 0	0 2 0		
347	Stationery, unenumerated	Case or cask ...	Measurement.			
348	Steel—*see* Iron and Steel, Items 210—212.					
349	Sugar, Sugar-candy and Molasses	Ton ...	0 12 6	0 12 6		

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
			Rs. a. p.	Rs. a. p.
350	Sugar, Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
351	Do. do. do.	Case under 1 cwt. ...	Measurement.	
352	Sulphur	Ton ...	2 2 0	2 2 0
353	Tallow—*see* Fat.			
354	Tamarind	Do. ...	1 4 0	1 4 0
355	Tar	Do. ...	2 2 0	2 2 0
355A	Tarpaulins, new...	Bale ...	0 8 0	0 8 0
355B	Do. old	Do. ...	0 4 0	0 4 0
356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
357	Do.	Do. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
358A	Do.	Package of 180 lbs. ...	.....	0 8 0
359	Thread	Case ...	0 6 0	0 5 0
360	Tiles, flooring	Ton ...	2 4 0	2 4 0
361	Do. foreign	1,000 ...	3 12 0	3 12 0
362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares ...	Ton of 50 cubic ft. ...	1 12 0	1 12 0
364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
365	Tin, of kinds	Ton ...	1 12 0	1 4 0
366	Tin plates	Box of 1 cwt. & under.	0 1 6	0 1 3

367	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
368	Do. country	Bale	Measurement.	
369	Tortoise Shell	Case	0 9 0	0 9 0
370	Toys	Do.	Measurement.	
371	Trunks and Boxes	Do.	Do.	
372	Turmeric and Turmeric powder	Ton	1 2 0	1 4 0
373	Turpentine	Tin, drum or case up to 10 Imp. gals.	0 2 6	0 2 6
		Ton	1 8 0	2 0 0
374	Twine	Bale	0 4 0	0 2 3
375	Twist and Yarn			
376	Umbrellas	Case	Measurement.	
377	Varnish	Five Imp. gals.	0 2 0	0 2 6
378	*Vegetables, fresh, for voyage*	Coolie-load	0 1 6	0 1 6
379	Do. do.	Cart-load	0 7 0	0 7 0
379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c.	Ton	1 0 0	1 0 0
		Cart-load	0 12 0	0 12 0
380	Vermilion	Case	0 5 0	0 5 0
381	Waste, Cotton, Twist and Wool	Bale	0 2 0	0 2 0
382	Watches, gold and silver	Case	1 8 0	1 8 0
383	Do. other than above	Do.	0 12 0	0 12 0
384	Whiting	Do.	2 0 0	2 0 0
384A	Whiting imported loose as broken stowage.	Ton	1 0 0	1 0 0
385	Wines, &c.—*see* Spirits.			
386	Wire, bottling	Case of 1 cwt.	0 2 0	0 2 0
387	Do. of sorts, unenumerated	Ton	2 4 0	2 4 0
388	Wool, unpressed	Docra up to 1½ cwts.	0 4 0	0 4 0
389	Do. do.	Bale from 1½ to 3 cwts	0 6 0	0 6 0
390	Do. do.	Bale or bora above 3 cwts.	0 8 0	0 8 0
391	Do. pressed	Bale	0 5 0	0 5 0
392	Do. Berlin—*see* Haberdashery.			
393	Woollens—*see* Piece-goods.			
394	Yellow-metal Sheets, Sheathing and Braziers	Ton	2 0 0	1 4 0
395	Zinc, Sheathing, Sheets and Perforated Sheets	Do.	2 0 0	2 0 0

* Boxes above 1 cwt. to be charged proportionately.

No. of Item.	Description of Goods.	How charged.	Imports. Wharfage. Rs. a. p.	Exports. Wharfage. Rs. a. p.
396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—			
397	if under 4 cubic feet	Package ...	0 2 0	0 2 0
398	if 4 or under 6 cubic feet	Do. ...	0 4 0	0 4 0
399	if 6 „ 10 „	Do. ...	0 6 6	0 6 6
400	if 10 „ 15 „	Do. ...	0 8 0	0 8 0
401	if 15 „ 20 „	Do. ...	0 10 0	0 10 0
402	if 20 „ 30 „	Do. ...	0 14 0	0 14 0
403	if 30 „ 40 „	Do. ...	1 8 0	1 8 0
404	if 40 „ 50 „	Do. ...	1 8 0	1 8 0
405	if 50 „ 60 „	Do. ...	1 14 0	1 14 0
406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0 2 0	0 2 0
407	On all goods not enumerated, chargeable by weight	Ton ...	2 4 0	2 4 0
408	Unenumerated unpacked goods	Coolie-load ...	0 2 0	0 2 0
409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied		Free	
410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department	Per coolie-load ...	0 2 0	0 2 0
		Per cart-load ...	0 8 0	0 8 0

Hazardous goods landed at the Docks but which cannot be stored in the Transit Sheds, and which need to be removed to the Trustees Hazardous Goods Warehouses, will incur a charge, for removal and storage, calculated at double the amount of the Docks Import Wharfage charge. Rent upon such goods will be chargeable according to the scale laid down under-Item 11 (b) *at page* 28 *of the Dock* Scale *of Rates.*

Dangerous, Explosive and Inflammatory and Inflammable Goods landed at the Docks contrary to the Dock By-laws must be removed by the consignee at once, failing which they will be removed at his risk and expense to the Trustees' Warehouses reserved for such goods at Sewree.

Wharfage on such goods not enumerated in the Dock Scale of Rates will be charged double the Bunder Scale of Rates.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class—4 *pies a maund, or* 9 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1*st Class*—6 *pies a maund, or* 13 *annas a ton.*

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap, sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class—8 pies a maund, or Rs. 1-2-0 a ton.

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coars
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colamba root.
Copper sheets, slabs, ware and wire
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage
Fat, Grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *à ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girder castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Sajeera.
Salt, refined.
Sapanwood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor-wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep's, tanned
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes', teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to $82\frac{2}{7}$ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding*, *charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna*.

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna*.

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
„ „ „ over 6 „	0	1	0	„
Bales under 6 cubic feet	0	1	0	„
„ over 6 „	0	2	0	„
Cases, Machinery, under 1½ tons weight	0	2	0	„
Packages over 1½ tons weight...	0	8	0	„
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	„
„ „ „ over 2 dozen...	0	1	0	„
Pianos and Harmoniums	0	4	0	„
Gilt Mouldings	0	4	0	„
Quarter Casks in Casing	0	4	0	„
Hogsheads „	0	8	0	„
Two-wheeled Carriages	0	4	0	„
Four-wheeled „	0	8	0	„
Fixing Carriages...	4	0	0	„

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales when labour is not supplied 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at }	0	8	0	„
For Hire of Wire net Slings } ship's risk. }	2	0	0	„
For Hire of Large Iron Tubs	1	0	0	„
For Hire of Small Tubs	0	8	0	„
For Hire of 5-Ton Trucks	3	0	0	„
For Hire of 10-Ton „	6	0	0	„

9. For weighing on Docks Scales, or measuring goods when labour is supplied by the Trustees, 3 annas per ton will be charged and a further charge of Rs. 2 per day when a clerk is employed.

9A. For weighing goods on the Docks weighbridges Re. 1 up to 16 tons and 1 anna for every ton in excess of 16 will be charged. For weighing Manganese Ore, provided the whole shipment is weighed, the charge will be 4 pies per ton. The Dock weighbridges are to be used for all goods that merchants require to weigh in Dock and the use of the scales under paragraph 8 will only be allowed when necessitated by circumstances.

10. For certificates of weight or measurement, Re. 1 each.

Storage charges on goods.

11. IMPORTS.

(*a*) Free days.

(1) *All goods liable to Imperial Customs Duty* will be allowed storage in Dock, free of rent, for 7 days from the day of landing.

(2) *All goods free of Imperial Customs Duty* will be allowed storage in Dock for 5 days from the day of landing.

No free days will be allowed in respect of coal, coke, cinders, ashes, patent fuel, dust or rubbish.

In computing the number of free days, Sundays and Holidays enumerated in Bye-law No. 106 as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, will be omitted.

(*b*) Extra fees.

On the expiration of the "free days" an extra fee or charge calculated at the rate of half wharfage will be levied upon all goods until delivery is effected as follows :—

In respect of all goods, dutiable and duty free, except iron and steel, as specified under item 210 of the Scale of Rates.

One extra fee for every 2 days including Sundays and all Holidays, or part thereof.

In respect of iron and steel, as specified under item 210 of the Scale of Rates.

One extra fee for the first 7 days including Sundays and all Holidays, or part thereof and thereafter one extra fee for every succeeding 2 days, including Sundays and all Holidays, or part thereof.

(*c*) In cases where any consignment or part thereof of iron or steel, as specified under item 210 (*i*) of the Scale of Rates, shall be landed from a Vessel unmarked, or, in the opinion of the Docks Manager so insufficiently marked as to prevent the delivery of the whole consignment according to the Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible and shall charge the Master, Owner, or Agent of the Vessel the cost of such sorting at the rate of 6 annas per ton. The "free days" in such instances shall count from the day on which the Docks Manager shall notify that the iron or steel is sorted and ready for delivery.

A.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed: provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent; and

(3) that all charges are paid.

12. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent, if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage on packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 39.

18A. All goods, except Railway materials for the G. I. P. and B. B. & C. I. Railway Companies, landed on the Dock quays for ship's convenience, which have been charged full Import wharfage, will, if loaded into boats in Dock, to be afterwards re-landed at a Port Trust Bunder, be charged hamallage only, instead of Export wharfage.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel occupying a berth inside the Docks (other than country craft not square-rigged, for which the charges are fixed by 20 E and except troopships, for which special rates may be arranged) will be charged 1½ pie per ton per diem, on her net registered tonnage, the minimum charge for each such vessel occupying a berth inside the Docks being Rs. 30. Provided that every vessel which moves to a berth inside the Docks from the occupation of a berth at the outside Harbour face of the Dock wall or *vice versa* shall be charged Dock Dues at the above rates for the full period of her occupation of a berth whether inside or outside the Docks.

B.—Subject to the proviso contained in 20-A, every vessel occupying a berth at the outside or Harbour face of the Dock wall other than the vessels mentioned as exceptions in 20-A and country craft (not square-rigged) chargeable under 20-E shall be charged 1 pie per ton per diem on her net registered tonnage, the minimum charge for each such vessel being Rs. 25. Provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—

For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday	Rs.	200
For work done on Holidays	,,	30 per day.
,, ,, ...	,,	15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged:—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates:—

   One-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabollams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half day or half night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

						Rs.	a.	p.	
			5	tons...	...	1	0	0	per ton.
„	5	„ „	8	„ ...	...	2	0	0	„
„	8	„ „	11	„ ...	...	3	4	0	„
„	11	„	...		...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at whichthe deadweight is chargeable, This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

FOR SAILING SHIPS.

Net registered tonnage of ship.	Main Mast.	Fore Mast.	Mizen Mast.	Bow Sprit.
	Rs.	Rs.	Rs.	Rs.
1,500 and over	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

FOR STEAMERS.

A charge of Rs. 10 for each ton or part of a ton weight of the mast.

The above charge will cover all cranage charges except those under 29-Q.

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ... Special Rates.			
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	* * * * *			

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cumin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dhall	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Ganjah	.....	50 gross.
Hemp	5 bales not exceeding 14 gross.	52
Hides, Buffalo or Cow, cured		
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
" " cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabollams...	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4 hhds.	
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20 gr	oss.
Saltpetre	20	.....
Salt	20	.....
Sapan-wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14 gr	oss.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick, Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarind, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other article similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dhall, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ ,,

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ ,,

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not... ... ... 2½ ,,

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 ,,

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 ,,

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ ,,

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ ,,

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 ,,

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ ,,

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 ,,

22. On effecting Insurances, whether on lives or property ... 2½ ,,

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ ,,

24. On drawing, purchasing, selling or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2¼ „

Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters-of-Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Bees' Wax	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Betelnut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet.
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett.
Bone-meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet.
Cashew Nuts	Bags	14 Cwts.
Cassia	Bales	800 lbs. Nett } 50 Cubic
Cinnamon	Do.	800 „ „ } feet.
Ditto	Cases	50 Cubic feet.
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett.
Coculus Indicus ...	Robbins	14 „ „
Ditto ...	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet.
Coir Fenders	Loose	8 Cwts. Nett.
Coir Yarn and Fibre ...	Pressed Bales	50 Cubic feet.
Ditto ...	Bundles or Coils ...	8 Cwts. Nett.
Ditto ...	Dholls not exceeding 4 lbs.	10 „ „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Matting	Rolls	50 Cubicfeet, $\frac{1}{7}$th allowed off for the round.
Coir Rope	Coils	8 Cwts. Nett.
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ..	50 Cubic feet.
Ditto	Bulk	10 Cwts. Nett.
Ditto	Bags	10 „ „
Ditto	Bags each cup cut in 4 pieces	12 „ „
Cotton	Pressed Bales	50 Cubic feet.
Cowries	Bags or Cases	20 Cwts. Nett.
Cutch	Cases	50 Cubic feet.
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed.
Cinchona	Bales	50 Cubic feet.
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett.
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet.
Ditto	Bags	12 Cwts. Nett.
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet.
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett.
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet.
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett.

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett.
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet.
Linseed	Bags	18 Cwts. Nett.
Mica	Cases	50 Cubic feet.
Myrabollams	Bags	16 Cwts. Nett.
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Nett.
Other Oils	Cases, Drums or Tanks.	50 Cubic feet.
Palmyra Fibre ...	Pressed bales	50 „ „
Ditto	Bundles	8 Cwts.
Pepper	Bags	16 Cwts. Nett.
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto ...	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet.
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett.
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags	8	.....
Barrilla	20	.....
Bees' Wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seed	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dhall	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seed	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Ganjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Metals	20	.....
Myrabollams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Palmyra Fibre	.....	50
Peas	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seed	15	.....
Putchuk	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Stick, Lac, in cases	.....	50
Do. in bags...	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Ganjah.
Hemp.
Jute.
Munjeet.
Palmyra Fibre.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the nett weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel „	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton
Bone-meal and Bone-dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Cocculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet.
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragoons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
Fenugreek or Methey Seed	To the Ton. 17 cwt.	To the Ton. .....
Fishmaws (or Isinglass), in cases ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowari, in bags	18 „	20 cwt.
Lac Dye in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags.	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil-cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal-Ammoniac, in cases.	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2/7 lbs.	28 Indian maunds of 82-2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan-wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood	11 „	14 „
Whanghees (*vide* Canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III of 1879.

BURMA CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

Articles.	Cwt. per ton net.	Cubic feet per ton.
Apparel, in cases	.....	40
Arrowroot, in cases	.....	50
Bark	20	.....
Beans	20	.....
Bees-wax	20 gross	.....
Betelnut	20	.....
Books	.....	50
Bones, loose, and Bone-meal	20	.....
Bottles (empty)	.....	40
Bran	20	.....
Brimstone	20	.....
Bullion	at per cent.	.....
Cake lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in boxes	8	.....
Castor seed	15	.....
Chillies, in bags	8	.....
China root, in bags	11	.....
Chiretta, in bales	16	.....
Cigars	.....	50
Cloves, in bags	8	.....
Coal	20	.....

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Cochineal	.....	50
Coffee, in bags	18	.....
Coffee, in barrels	16	.....
Coir, loose	12	.....
Coir bundles	10	.....
Copra, in bags	14	.....
Cotton seed	15	.....
Cotton seed cake	20 gross	.....
Cotton seed oil	20	.....
Cotton in bales	.....	50
Curios	.....	40
Cutch, in bags	16	.....
Cutch, in boxes	20 gross	.....
Dhall, in bags	20	.....
Elephant teeth, in bulk	20	.....
Elephant teeth, in cases	.....	50
Flour, in bags	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags	16	.....
Gram, in bags	20	.....
Guano, in bags	16	.....
Gum, in cases	.....	50
Gunny bags and cloth	.....	50
Ganja	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Hemp, in bales	.....	50
Hides, Buffalo or Cow	16	.....
Horns, Buffalo or Cow	20	.....
India-rubber, in bags	20	.....
Iron	20	.....
Jute	.....	50
Lac-dye	.....	50
Linseed	20	.....
Machinery	20	.....
Maize	20	.....
Metals	20	.....
Millet	20	.....
Molasses	2pun. or 4 hhds.	.....
Mustard or Rapeseed	20	.....
Nutmegs, in casks	.....	50
Oats	16	.....
Oil, in cases	.....	50
Oil, in casks	4 hhds.	.....
Oil-seed cake	20	.....
Orchids	.....	40
Paddy	16	.....
Paraffine wax, in cases	20	.....
Peas	20	.....
Planks and deals	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—*contd.*

Articles.	Cwt. per ton net.	Cubic feet per ton.
Private effects	.....	40
Rags	.....	50
Raw *silk*, in bales	.....	50
Rattans for dunnage	20	.....
Rice, in bags	20	.....
Rice meal and Rice flour	20	.....
Rope, in coils	.....	50
Rope, in bundles	16	.....
Rum, in casks	2 puncheons.	.....
Sago, in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Seedlac, in cases	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
Silk, in cases	.....	50
Silk, piece-goods	.....	50
Silk (waste)	.....	50
Soap, country, in cases	.....	50
Sticklac, in bags	16	.....
Sugar, in bags	20	.....
Tallow, in casks	20	.....
Tamarind, in casks	20	.....
Tea, in chests	.....	50
Timber (Padouk)	.....	50
Timber (Pinkadoe)	.....	50
Timber (Teak in round or square, logs, scantlings)	.....	50
Til seed	20	.....
Tobacco, in bales	.....	50
Wheat	20	.....
Wool	.....	50

SCHEDULE OF COMMISSION CHARGES

AUTHORIZED BY THE

BURMA CHAMBER OF COMMERCE.

1. On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery ... ... 2½ ,,
3. On purchasing ditto, when funds are provided by the Agent ... ... 5 ,,
4. On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges ... ... 5 ,,
5. On returns for consignments, if made in produce ... 2½ ,,
6. On returns of consignments, if in Bills, Bullion or Treasure ... ... 1 ,,
7. On accepting bills against consignments ... ... 1 ,,
8. On the sale or purchase of Ships, Factories, Houses, Lands and all Property of a like description ... 2½ ,,
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2s. per Rupee ... ... half com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived ... ... 2½ ,,
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for Administration of Estates or to Government for the disbursement of public money ... ... 2½ ,,

13. On *del-credere*, or guaranteeing the due or realisation of sales ... ... 2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hand or not ... ... 2½ „

17. On procuring freight for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive ... 5 „

18. On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship, Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „

20. On realizing inwards freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the Master, on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ... 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 2½ „

If Treasure, Precious Stones or Jewellery ... 1 „

If a cargo loaded in Burma, consisting of Rice or Timber or Cutch ... ... 2½ „

22. On effecting Insurance, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium.. 2½ „

24. On drawing, purchasing, selling or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchanges returned dishonoured ... 1 „

27. On collecting house rent ... ... 2½ „

28. On ship's disbursement ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan or *respondentia* ... ... 2½ „

30. On granting letters of credit ... ... 1 „

31. On sale or purchase of Government Stocks, and Bks. or other Joint Stock, and on every exchange or transfer not by purchase from one class to another ... ... ½ „

32. On delivering up Government Stocks, and Bks. or other Joint Stock shares on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

CALENDAR FOR 1913.

1913.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...
FEB.	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	...
MAR.	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
APRIL	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	...	...	...
MAY	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
JUNE	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	...	...	...	...	...

1913.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	...	...
AUG.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...
SEP.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	...	...	...	...
OCT.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...
NOV.	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	...	...	...	...	...	...
DEC.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...

PUBLIC HOLIDAYS.

For the Year 1914.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881," including the New Year's Day (1st January), Good Friday (10th April) and Christmas Day (25th December) which are already specified as holidays under the above Section :—

New year	1st January ..	Thursday	.. 1 Day,
Maha Shivratri	23rd February ..	.. Monday	.. 1 „
Holi	.. 11th March	.. Wednesday	.. 1 „
Jamshedi Naoroz ..	.. 21st March	.. Saturday	.. 1 „
Ramnavami	4th April	.. Saturday	.. 1 „
Good Friday	10th April	.. Friday	.. 1 „
Easter Saturday and Monday.	11th and 13th April..	.. Saturday and Monday	.. 2 Days.
Birthday of His Majesty The King-Emperor.	22nd June	.. Monday	.. 1 Day.
Zarthost-no-Diso ..	.. 19th June	...Friday	.. 1 „
Cocoanut Day ..	.. 5th August ..	.. Wednesday	.. 1 „
Gokal-Ashtami ..	.. 14th August.. ..	.. Friday	.. 1 „
Ramzan-Id and Ganesh Chaturthi.	24th August.. ..	.. Monday	.. 1 „
Parsee New Year ..	.. 11th and 12th September..	Friday and Saturday	.. 2 Days,
Khordadsal	.. 17th September ..	.. Thursday	.. 1 Day.
Dussera	.. 28th September ..	.. Monday	.. 1 „
Divali	.. 19th and 20th October	.. Monday and Tuesday	.. 2 Days,
Bakri-Id	.. 30th October ..	.. Friday	.. 1 Day.
Christmas	.. 24th, 25th and 26th December.	Thursday, Friday and Saturday.	3 Days,
New Year's Eve ..	.. 31st December ..	.. Thursday	.. 1 Day.

NOTE.—No days are notified as holidays on account of Bara Wafat, Kali Chaudas and Mohurrum because these festivals fall on days which are already declared to be Holidays under the Section referred to above.

HOLIDAYS UNDER CHARTER PARTIES.

For the Year 1914.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1914 :—

New Year	1st January ..	.. Thursday	.. 1 Day.
Holi	.. 11th March	.. Wednesday	.. 1
Ramnavami	.. 4th April	.. Saturday	.. 1 „
Good Friday ..	.. 10th April	.. Friday	„
Birthday of His Majesty the King-Emperor.	22nd June	.. Monday	„
Cocoanut Day	5th August	.. Wednesday	.. 1 „
Gokal-Ashtami	14th August	.. Friday	.. 1 „
Ganesh-Chaturthi ..	24th August	.. Monday	.. 1 „
Dussera	28th September ..	.. Monday	.. 1 „
Divali	19th October	.. Monday	.. 1 „
Bakri-Id	30th October	.. Friday	.. 1 „
Christmas	25th December ..	.. Friday	.. 1 „

By order of the Committee,

R. E. GREGOR-PEARSE,

Secretary.

BOMBAY, 12*th December* 1913.

List showing the various Statistical Returns published by the Bom

	Members.								
	Half-yearly.			Monthly.			Charge per copy.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	.....			.....		
Daily Trade Return (Exports and Imports). Issued daily...	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton, Seeds and Wheat, &c.). Issued weekly				2	4	0	0	10	0
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders). Issued half-yearly ...	13	8	0	.....			1	0	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly				2	4	0	2	4	0
Import Manifests. Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests. Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	3	8	0	0	10	0	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	4	0	1	4	0
Current Quotations. Issued weekly.	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton, Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage Schedule) ...	.....			.....			0	6	0
Annual Report of the Chamber ...	2 copies free and for additional copies each.			.....			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....			2	8	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

bay Chamber of Commerce, their respective Subscriptions, &c.

Non-Members.									Postage.						
Half-yearly.			Monthly.			Charge per copy.			Half-yearly.			Monthly.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
.....			.....			.....			.....			.. ...			
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0	
	8	0	.....			2	8	0	0	0	6	.....			
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
7	8	0	1	8	0	1	8	0	0	3	0	0	0	6	
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0	
6	0	0	1	4	0	1	4	0	0	3	0	0	0	6	
.....			.....			0	8	0	.....			.....			
.....			.....			6	8	0	.....			.....			
.....			.....			5	0	0	.....			0	10	0	Mail
												0	5	0	Inland.
.....			.....			2	8	0	.....			0	2	0	Mail
												0	1	0	Inland.
.....			.....			.....			.....			.....			

Printed by E. G. Pearson, at the Times Press, Bombay, and Published by the Bombay Chamber of Commerce.

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Comm

QUOTATIONS.	Week ending 3rd January.	Week ending 10th January.	Week ending 17th January.	Week ending 24th January.	Week ending 31st January.	Week ending 7th February.	Week ending 14th February.	Week ending 21st February.	Week ending 28th February.	Week ending 7th March.	Week ending 14th March.	Week ending 20th March.	Week ending 28th March.	Week ending 4th April.	Week ending 11th April.	We 18
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	R
On England Bank Bills, Telegraphic Transfer	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4 1
" " sight	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 3/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1
" " " 3 months' "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1
First Class Credits 3 "	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9
" " " 6 "	1s. 4 17/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 15/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7
Documents 3 "	1s. 4 15/32d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5
" " " 6 "	1s. 4 15/32d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 3/8d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 17/32d.	1s. 4 17/32d.	1s. 4 17/32d.	1s. 4 17/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 1
Paris Franc Mercantile Bills 3 "	1-71 3/4	1-71 3/4	1-71⅞	1-71⅞	1-71⅛	1-71 1/2	1-71 1/4	1-71 1/4	1-71 1/4	1-71¼	1-71¼	1-71	1-71¼	1-71¼	1-71	1-71¼
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100	100 to 100 1/32	100	100	100 1/16	100 1/16	100 1/1
On China Mercantile Bills, 30 days' sight. (per 100 Dollars)	Rs. a. p. H 153 8 0	Rs. a. p. 153 8 0	Rs. a. p. 152 4 0	Rs. a. p. 151 4 0	Rs. a. p. 150 0 0	Rs. a. p. 151 8 0	Rs. a. p. 149 8 0	Rs. a. p. 149 8 0	Rs. a. p. 146 0 0	Rs. a. p. 146 4 0	Rs. a. p. 143 8 0	Rs. a. p. 142 0 0	Rs. a. p. 143 4 0	Rs. a. p. 144 4 0	Rs. a. p. 146 8 0	Rs. 146
" " (100 Taels)	S 212 12 0	213 0 0	211 12 0	208 8 0	206 0 0	209 0 0	206 12 0	207 4 0	197 0 0	197 0 0	193 4 0	189 12 0	192 8 0	194 8 0	199 0 0	198
" " (100 Yens)	J 149 8 0	149 8 0	149 8 0	149 8 0	149 8 0	149 12 0	149 12 0	149 12 0	149 12 0	149 12 0	149 8 0	149 8 0	149 4 0	149 4 0	149 4 0	148
English Bar Gold, 100 touch (per tola)	23 14 6	23 15 0	23 14 9	24 0 0	24 0 0	24 0 0	24 0 0	24 0 3	24 0 3	24 1 0	24 0 6	24 0 6	24 0 6	24 0 6	24 0 6	24
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15
Bar, Silver (Ex. Duty) Ready.	72 10 0	72 13 0	72 5 0	72 4 0	71 15 0	72 10 0	73 8 0	74 8 0	73 10 0	73 0 0	70 8 0	70 10 0	66 2 0	67 0 0	68 12 0	67
Bar, Silver (Ex. Duty) Forward.	73 3 0	73 7 0	72 14 0	72 11 0	72 7 0	72 14 0	72 9 0	72 4 0	70 8 0	69 11 0	66 13 0	66 7 0	66 13 0	67 4 0	69 0 0.	68
RATES OF DISCOUNT.																
Bank Rate of Discount on Private Bills, 60 days' sight	9 per cent.	9 per cent.	8 to 9 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8½ per cent.	9 per cent.	9 per cent.	9 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per
Bank Rate of Interest on Demand Loans on Government Securities	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	7 "	7 "	7
Rate of Interest in the Open Market on Government Paper	7 "	7 "	7 "	6 "	7 "	5 "	7 "	8 "	8 "	8 "	8 "	8 "	8 "	7 "	7 "	7
GOVERNMENT SECURITIES.																
Three-and-a-half per cent.	Rs. 94 9 0	Rs. 95 1 0	Rs. 95 0 0	Rs. 95 2 0	Rs. 95 3 0	Rs. 95 5 0	Rs. 95 5 0	Rs. 95 1 0	Rs. 95 0 0	Rs. 95 2 0	Rs. 95 3 0	Rs. 95 3 0	Rs. 95 8 0	Rs. 95 12 0	Rs. 95 12 0	Rs. 96
Three per cent.	" 81 0 0 Nom.	" 82 0 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 81 8 0 Nom.	" 82
Government Paper enfaced for London	Nil.	" 37,500	Nil.	Nil.	Nil.	Nil.	Nil.	Rs. 2,000	Nil.	" 1,04,500	Nil.	" 55,900	Nil.	Nil.	Nil.	N
Government Paper enfaced from London to Bombay	Nil.	" 1,68,000	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	" 50,100	Rs. 1,20,000 " 3,08
IMPORTS.																
PIECE-GOODS—																
7 lbs. 33in., 37½ yds. Grey Shirtings (per piece)	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 6	Rs. 4 8 0	Rs. 4 7 0	Rs. 4 7 0	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4
8 lbs. 38in., 37½ to 38 yds. " " (")	" 5 6 6	" 5 6 6	" 5 6 6	" 5 6 6	" 5 6 6	" 5 6 6	" 5 6 0	" 5 5 6	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5
No. 40s Water Twist (per lb.)	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12¼ to 12¾	As. 12½ to 12¾	As. 12¼ to 12¾	As. 12½ to 12¾	As. 12¼ to 12¾	" 12½	As. 12¾	As. 12¾	As. 12 3/8	As. 12
No. 30s " (")	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 10½ to 11½	" 10½ to 11¼	" 10½ to 11¼	" 10½ to 11¼	" 10½ to 11¼	" 10½ to 11¼	" 10¾ to 11¼	" 10⅜
Copper Braziers (in bundles) per cwt.	Rs. 67 8 0	Rs. 67 8 0	Rs. 67 8 0	Rs. 66 12 0	Rs. 66 2 0	Rs. 66 0 0	Rs. 65 8 0	Rs. 64 12 0	Rs. 64 8 0	Rs. 64 8 0	Rs. 64 12 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 4 0	Rs. 64 8 0	Rs. 64
Yellow Metal (") "	" 54 6 0	" 54 8 0	" 53 8 0	" 53 10 0	" 52 8 0	" 52 8 0	" 52 0 0	" 51 12 0	" 51 8 0	" 51 12 0	" 51 10 0	" 51 8 0	" 51 8 0	" 52 4 0	" 52 8 0	" 52
Belgian No. 2, Bar, Iron (per candy of 746½ lbs.)	" 38 0 0	" 40 0 0	" 39 0 0	" 38 0 0	" 39 0 0	" 39 0 0	" 38 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 36 8 0	" 36 0 0	" 36
Basic Steel (" ")	" 38 0 0	" 40 0 0	" 39 0 0	" 39 0 0	" 39 0 0	" 39 0 0	" 38 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 37 0 0	" 36 8 0	" 36 8 0	" 36 0 0	" 36
Swedish Bar Iron (" ")	" 60 0 0	" 62 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60 0 0	" 60
Sugar Ordinary Crystals Beet (per cwt. Ex. Godown)	" 10 8 0	" 10 8 0	" 10 4 0	" 10 6 0	" 10 8 0	" 10 6 0	" 10 6 0	" 10 6 0	" 10 6 0	" 10 8 0	" 10 8 0	" 10 6 0	" 10 6 0	" 10 6 0	" 10 8 0	" 10
" Mauritius, Ordinary Grains, D to J (per cwt. Ex. Godown)	Rs. 10-3-0 to 10-5-0	" 10-3-0 to 10-5-0	" 10-1-0 to 10-2-0	Rs. 10-2-0 to 10-4-0	Rs. 10-3-0 to 10-5-0	" 10-3-0 to 10-5-0	Rs. 10-3-0 to 10-5-0	" 10-3-0 to 10-5-0	Rs. 10-3-0 to 10-5-0	Rs. 10-4-0 to 10-7-0	Rs. 10-3-0 to 10-6-0	Rs. 12-2-0 to 10-5-0	Rs. 10-1-0 to 10-4-0	Rs. 10-1-0 to 10-4-0	Rs. 10-5-0 to 10-6-0	Rs. 10-6
" China, Best Soft, White (per cwt. Ex. Godown)	" 13 0 0	" 18 0 0	" 18 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13
Davison's West Hartley Coal (per ton) alongside.	.....	.....	" 22 0 0 Fwd.	" 21 8 0 to 22 0 0 Fwd.	" 21 8 0 to 22 0 0 Fwd.	Rs. 23 0 0 (about) Fwd.	Rs. 21 14 0 Fwd.	" 23 8 0 Fwd.	" 22 0 0 Fwd.	" 22 0 0 Fwd.	" 21 8 0 Fwd.	Rs. 22 0 0 Rdy.	Rs. 21 0 0 Fwd.	Rs. 21 8 0 Fwd.	Rs. 22 0 0 Rdy.	Rs. 22
Cardiff	.....	Rs. 25-0-0 (about) Fwd.	" 24 8 0 "	" 24 0 0 "	" 24 0 0 to 25 0 0 Fwd.	" 25 0 0 "	.....	" 25 0 0 Fwd.	" 25 0 0 "	" 25 0 0 "	" 24 8 0 "	" 25 0 0 "	" 25 0 0 Rdy.	" 24 8 0 Rdy	" 24 8 0 "	" 24
Desharghur (Bengal) " " "	Rs. 19 0 0 to 19 4 0 Rdy.	" 19 4 0 to 19 8 0 Rdy.	" 19 4 0 Rdy.	" 19 4 0 Rdy.	" 19 8 0 to 20 0 0 Rdy.	" 19 12 0 to 20 0 0 Rdy.	Rs. 19 12 0 to 20 0 0 Rdy.	" 26 0 0 Fwd. " 21 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 "	" 20 0 0 "	" 19 8 0 "	" 18 8 0 Fwd.	" 19
Shaw's Best Steam (") " " "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 4 0 "	" 15 0 0 "	" 15 0 0 "	" 15 4 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 16 0 0 Rdy.	" 15
" Ordinary (") " " "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14
Jardine's (") " " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 17 8 0 "	" 17 8 0 "	.....	" 17
Seebpore (") " " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Natal (St. George's and Dundee) " "	Rs. 20 0 0 Fwd.	Rs. 20 0 0 Rdy.	Rs. 19 8 0 Fwd.	Rs. 20 0 0 Fwd.	Rs. 21 8 0 Rdy.	Rs. 21 0 0 Rdy.	19 8 0 for Monsoons Fwd. " 21 8 0 Rdy.	" 19 8 0 Fwd. " 21 8 0 Rdy.	" 19 8 0 Fwd. " 21 0 0 Fwd.	Rs. 19 8 0 Fwd. " 21 8 0 Rdy.	Rs. 18 8 0 Fwd. " 22 0 0 Rdy.	Rs. 18 8 0 Fwd. Rs. 21 8 0 Rdy.	Rs. 18 8 0 Fwd. " 21 8 0 Rdy.	" 18 8 0 Fwd. " 21 8 0 Rdy.	" 18 8 0 Fwd. " 21 8 0 Rdy.	" 21
EXPORTS.																
COTTON—																
(Full-pressed ; per candy of 784 lbs.)—																
H.G. Bengals (Railway Terms.) Fine									Rs. 265 0 0 Rdy.	Rs. 262 0 0 Rdy.	Rs. 261 0 0 Rdy.	Rs. 257 0 0 Rdy.	Rs. 256 0 0 Rdy.	Rs. 254 0 0 Rdy.	" 257 0 0 Rdy.	Rs. 257
" " (") F.G.	Rs. 270, 25th Jan.	Rs. 267, 25th Jan.	Rs. 257 to 258, 25th Jan.	Rs. 263, 25th Jan.	Rs. 264 Mar. Nom.	Rs. 268, 25th March.	Rs. 267, 25th March.	Rs. 263, 25th March.	" 259 0 0 "	" 256 0 0 "	" 255 0 0 "	" 250 0 0 "	" 246 0 0 "	" 249 0 0 "	" 251	
M. G. " (") Fine	" 284 "	" 279 "	" 268 to 269, 25th Jan.	" 272 "	" 276 25th Mar.	" 280 "	" 281 "	" 276 "	" 272 0 0 "	" 269 0 0 "	" 266 0 0 "	" 260 0 0 "	" 260 0 0 "	" 258 0 0 "	" 261 0 0 "	" 262
" " (") F.G.	.....	" 270 "	" 260, 25th Jan.	.....	" 266 "	" 271 "	" 274 "	" 269 "	" 265 0 0 "	" 262 0 0 "	" 259 0 0 "	" 253 0 0 "	" 253 0 0 "	" 252 0 0 "	" 254 0 0 "	" 255
" Scind-Punjab (") Fine	Rs. 282, 25th Jan.	" 278 "	" 268 "	Rs. 271, 25th Jan.	" 274 "	" 278 "	" 278 "	" 273 "	" 269 0 0 "	" 269 0 0 "	" 264 0 0 "	" 259 0 0 "	" 259 0 0 "	" 257 0 0 "	" 260 0 0 "	" 260
" " (") F.G.	.....	.....	.....	.....	" 264 "	" 271 "	" 266 "	" 262 0 0 "	" 262 0 0 "	" 257 0 0 "	" 252 0 0 "	" 251 0 0 "	" 253 0 0 "	" 260
" Khandesh Fine	Rs. 306, 25th Jan.	Rs. 300, 25th Jan.	Rs. 288, 25th Jan.	Rs. 286, 25th Jan.	" 288 "	Rs. 297, 25th March.	" 299 "	" 294 "	" 287 0 0 "	" 284 0 0 "	" 279 0 0 "	" 271 0 0 "	" 268 0 0 "	" 273 0 0 "	" 270 0 0 "	" 270
" F.G.	" 296 "	" 290 "	" 280 "	" 278 "	" 278 "	" 287 "	" 290 "	" 284 "	" 279 0 0 "	" 274 0 0 "	" 271 0 0 "	" 262 0 0 "	" 259 0 0 "	" 264 0 0 "	" 260 0 0 "	" 260
" " Fine Dhamangaum, Poolgaum	" 328 "	" 324 to 325, 25th Jan.	" 317 "	" 319 "	" 317 "	" 321 "	325 "	" 321 "	" 313 0 0 "	" 307 0 0 "	" 304 0 0 "	" 296 0 0 "	" 291 0 0 "	" 298 0 0 "	" 295 0 0 "	" 294
" " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Nagpur and Kamptee Fine	Rs. 334, 25th Jan.	Rs. 332 to 333, 25th Jan.	Rs. 325, 25th Jan.	Rs. 327, 25th Jan.	Rs. 325, 25th Mar.	Rs. 327, 25th March.	Rs. 332, 25th March.	Rs. 327, 25th March.	Rs. 318 0 0 Rdy.	Rs. 313 0 0 Rdy.	Rs. 310 0 0 Rdy.	Rs. 302 0 0 Rdy.	Rs. 299 0 0 Rdy.	Rs. 304 0 0 Rdy.	Rs. 303 0 0 Rdy.	Rs. 300
" " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Oomrawattee (descriptions) Fine	Rs. 325, 25th Jan.	Rs 319, 25th Jan.	Rs. 311 to 312 25th Jan.	Rs. 315, 25th Jan.	Rs. 313, 25th Mar.	Rs. 317, 25th March.	Rs. 321, 25th March.	Rs. 317, 25th March	Rs. 309 0 0 Rdy.	Rs. 304 0 0 Rdy.	Rs. 301 0 0 Rdy	Rs. 294 0 0 Rdy.	Rs. 289 0 0 Rdy.	Rs. 295 0 0 Rdy.	Rs. 293 0 0 Rdy.	Rs. 289
" " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Akola, Khamgaum, Karanja (Fair Staple) Fine	Rs. 323 to 324, 25th Jan.	Rs. 317 25th Jan.	Rs 308 to 309, 25th Jan.	Rs. 311, 25th Jan.	Rs. 309, 25th Mar.	Rs. 314, 25th March.	Rs. 318, 25th March.	Rs. 314, 25th March.	Rs. 306 0 0 Rdy.	Rs. 303 0 0 Rdy.	Rs. 299 0 0 Rdy	Rs. 291 0 0 Rdy.	Rs. 288 0 0 Rdy.	Rs. 292 0 0 Rdy.	Rs. 290 0 0 Rdy.	Rs. 287
" " " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 281
" Muttia Fine	Rs. 307 25th Jan.	Rs. 301, 25th Jan.	Rs. 289, 25th Jan.	Rs. 288, 25th Jan.	Rs. 289, 25th Mar.	Rs. 298, 25th March.	Rs. 300, 25th March.	Rs. 295, 25th March.	Rs. 288 0 0 Rdy.	Rs. 285 0 0 Rdy.	Rs. 280 0 0 Rdy	Rs. 275 0 0 Rdy.	Rs. 270 0 0 Rdy.	Rs. 276 0 0 Rdy.	Rs. 275 0 0 Rdy.	" 278
" " F.G.	" 296 "	" 291 "	" 281, 25th Jan.	" 281 "	" 279 "	" 288 "	" 291 "	" 285 "	" 281 0 0 "	" 275 0 0 "	" 272 0 0 "	" 269 0 0 "	" 262 0 0 "	" 266 0 0 "	" 265 0 0 "	" 263
" Broach Fine	" 338, 25th Mar.	" 333, 25th Mar.	" 322 to 323, 25th Mar.	" 327, 25th Mar.	" 328 to 329, 25th Mar.	" 338 "	" 339 "	" 331 "	" 326 0 0 "	" 325, 1st to 25th March.	" 334 0 0 "	" 348 0 0 Mar.	" 336 0 0 "	" 321 0 0 "	" 316 0 0 "	" 310
" " F.G.	.....	.....	.....	.....	.....	.....	.....	.....	" 322 0 0 25th March.	" 322, 1st to 25th March.	" 333 0 0 "	" 346 0 0 "	" 334 0 0 "	" 317 0 0 "	" 311 0 0 "	" 305
" " Good	Rs. 323, 25th Mar.	Rs. 320, 25th Mar.	Rs. 311 to 312, 25th Mar.	Rs. 315, 25th Mar.	Rs. 316 to 317, 25th Mar.	Rs. 336, 25th March.	Rs. 328, 25th March.	Rs. 321, 25th March	" 318 0 0 25th March.	" 320, 1st to 25th March.	" 332 0 0 "	" 344 0 0 "	" 332 0 0 "	" 312 0 0 "	" 307 0 0 "	" 300
Saw-Ginned, Dharwar Good	" 332, April-May	" 328, April-May (Nom. Rates).	" 320 Apl.-May.	" 320 Apl.-May.	" 323 Apl.-May.	" 331 Apl.-May.	" 333 Apl.-May.	" 327 Apl.-May.	" 320 0 0 25th May.	" 320 May.	" 318, 1st to 25th May.	" 313, 1st to 25th May.	" 303, 1st to 25th May.	" 311, 1st to 25th May.	" 308, 1st to 25th May.	" 301, 1
M. G. Westerns Good	.....	" 324, April-May (Nom. Rates).	" 314 "	" 316 "	" 318 "	" 325 "	" 325 "	" 319 "	" 313 0 0 25th May.	" 312 May.	" 309, 1st to 25th May.	" 305 "	" 300 "	" 306 "	" 303, "	" 299,
Gingellyseed (White Bold) (per cwt.)	Rs. 11 15 0 Rdy.	" 12 8 0 Rdy.	" 12 6 0 Rdy.	" 12 9 6 Rdy.	Rs. 12 9 0 Rdy.	Rs. 12 9 6 Rdy.	Rs. 12 8 0 Rdy.	Rs. 12 6 0 Rdy.	" 12 1 6 Rdy.	" 12, 0 0 Rdy.	" 12 0 0 Rdy.	" 12 0 0 Rdy.	" 12 4 0 Rdy.	" 12 6 6 Rdy.	" 12 7 6 Rdy.	" 12
" Mixed, 50 per cent.	" 11 6 0 "	" 11 10 0 "	" 11 5 0 "	" 11 8 6 "	" 11 8 6 "	" 11 10 0 "	" 11 9 0 "	" 11 10 0 "	" 11 4 0 "	" 11 4 0 "	" 11 4 6 "	" 11 4 0 "	" 11 8 6 "	" 11 8 0 "	" 11 12 0 "	" 11 1
Linseed, Bold	" 8 10 0 "	" 8 6 0 "	" 8 3 0 "	" 8 6 0 "	" 8 6 0 "	" 8 12 6 "	" 8 13 6 "	" 8 11 0 "	" 8 3 0 "	" 8 4 0 "	" 8 3 0 "	" 8 2 0 "	" 7 14 6 "	" 7 13 6 "	" 8 7 0 "	" 8
" Small Seed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Rapeseed, Guzerat, Yellow	Rs. 8-9-6, Mar.-May	Rs. 8-12-0, Apl.-May	Rs. 8-11-6 Mar.-May	Rs. 8-14-0 Mar.-May	Rs. 9-1-0 Mar.-May	Rs. 9-2-6 Mar.-May	Rs. 9-7-6 Apl.-May	Rs. 9-8-6 Mar.-May	Rs. 9-4-3, Apl.-May	Rs. 9-3-0, Mar.-May	Rs. 9-4-0 (New crop) Rdy.	Rs. 9 8 0 Rdy.	Rs. 8 15 0 Rdy.	Rs. 8 12 6 Rdy.	" 8 15 0 "	" 9
" Brown, Delhi	" 8 1 0 Rdy	" 8 0 0 Rdy.	" 8-5-3 Apl.-May.	" 7 15 0 Rdy.	" 8 9 0 "	" 8 1 0 Rdy.	" 8 5 6 Rdy	" 8 5 9 Rdy.	" 8-2-0 Rdy.	" 8-8-0, Apl.-May	" 8-6-0, Apl.-May	" 8 4 0 Fwd.	" 8-3-3, Apl.-May.	" 8-2-3 Apl.-May.	" 8-8-3 Apl.-May.	" 8-8 3
" Yellow, Cawnpore	" "	" 8 10 9 "	" "	" "	" 8 14 0 "	" 8 14 0 "	Rs. 9-0-0, Apl.-May	Rs. 14-8-0 Mar.-May	Rs. 9-0-0, Apl.-May	" 8-15-0 " "	" 8-10-6 " "	" 8-7-0, "	" 8-10-0 "	" 8-8-0, Apl.-May	" 8-8-0, Apl.-May	" 8 12
Poppyseed	Rs. 13 10 0 Rdy	" 13 14 0 Rdy.	Rs. 13 10 6 Rdy.	Rs. 12-15-0 Mar.-May	" 13 2 0 "	" 13-4-6 Mar May.	" 14-1-0, " "	Rs. 14-3-0 Mar.-May	" 14-1-0, " "	13-12-6, Mar.-May " 10-4-0 (Bold) Rdy. " 9-10-6 (Small) Rdy.	" 10-11-0 (Bold) Rdy.	Rs. 13-13-0 Mar.-May " 10 4 6 Bold Rdy.	" 12 15 0 Rdy. Rs. 10 7 6 Bold Rdy.	" 12 15 0 Rdy. Rs. 10 6 0 Bold Rdy.	" 12 15 0 Rdy. " 10-2-6 Bold Rdy.	" 12 13 " 10-6-0
Groundnuts	" 9 4 0 "	" 9 10 6 "	" 9 7 0 "	.....	" 10 1 0 Rdy.	" 10 2 0 Rdy.	" 10 9 6 Rdy.	.....	" 10 9 6 Rdy.	" 9 11 6 Small Rdy.	" 9 12 6 Small Rdy.	" 9 12 0 Small Rdy.	" 9 12 0 Small Rdy.	" 9 12 0 Small Rdy.	" 9-12-0 Sml. "	" 9-12
Mowrasseed	" 8 12 0 "	" 8 12 0 "	" 8 8 0 "	.....	.....	.....	" 8 11 0 " " 7 8 0 "	Rs. 8 9 0 Rdy. " 7 13 0 "	" 8 8 0 " " 7 8 6 "	Rs. 7 3 0 Rdy.	" 7 4 0 "	" 7 4 0 "	" 7 3 0 Rdy.	" 7 2 0 Rdy	" 7 4 0 Rdy.	Rs. 7 5
Castorseeds, Ordinary Quality	" 7 10 6 "	" 7 12 0 "	" 7 11 0 "	Rs. 8-0-0 Rdy.	Rs. 8-0-0 Rdy.	Rs. 7 10 0 Feb.							Rs. 5-8-0 Old crop March.-April. " 5-6-6 New crop May.			
Wheat, White Pessy, 85 per cent.	" 5-5-6 Jan.-Feb.	" 5 7 0 "	" 5 7 0 "	" 5-7-0 Jan.-Feb.	" 5-6-6 Feb.-Mar.	" 5-7-6 Feb.-Mar.	Rs. 5 10 0 Feb.	" 5 10 6 Feb.	" 5 10 0 "	" 5 10 0 Fwd.	" 5-8-0, Mar.-May New crop.	Rs. 5-7-0, Mar.-May		Rs. 5 8 0 "	" 5-8-6, Apl.-May.	Rs. 5-8-6
" Jabalpur Pessy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 5-8-0, Apl.-May.	Rs. 5-7-0, Mar.-Apl.	.....	.....	Rs. 5 8 0 Rdy.	...
" Ahmedabad (Soft Red)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Hard Yellow, 63 per cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" Delhi, No. 1, White Pessy	Rs. 5-7-6, Apl.-May.	Rs. 5-8-6, Apl. May	Rs. 5-9-0 Apl. May.	Rs. 5-9-6 Apl.-May.	Rs. 5-10-9 Apl.-May	Rs. 5-11-0 Apl.-May.	Rs. 5-11-6 Apl.-May.	Rs. 5-9-9 Apl.-May.	Rs. 5-9-0, Apl.-May	Rs. 5-9-6, Apl.-May.	Rs. 5-9-3, Apl.-May.	Rs. 5-9-0, Apl.-May.	Rs. 5-10-0 Apl.-May.	Rs. 5-9-9 Apl.-May.	Rs. 5-11-0 Apl.-May.	Rs. 5-11-0
" " Red	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 5-5-6, Mar.-May.	.....	.....	Rs. 5 10 3 Rdy.	...
" Hard Red Khatha	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 5-5-6, Apl.-May.	.....	.....	.....	.....	...
" Nagpore Khathi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Opium (Malwa), per chest, Old	No Business done. Business was done in Export Rights from Rs. 350 to Rs. 525 premium.	No Business done. Business was done in Export Rights from Rs. 400 to Rs. 1,600 and declined to Rs. 1,160 premium. Rise due to Government Notification suspending sales from March onwards until further notice.	No Business done. Business was done in Export Rights from Rs. 1,050 to Rs. 850 premium.	No Business done. Business was done in Export Rights from Rs. 900 to Rs. 1,050 premium.	No Business done. Business was done in Export Rights from Rs. 1,050 to Rs. 1,125 and declined later to Rs. 1,075.	No Business done. Business was done in Export Rights from Rs. 1,100 to Rs. 1,325 and then declined to Rs. 1,200.	No Business done. Business was done in Export Rights from Rs. 1,600 to Rs. 1,750 and then declined to Rs. 1,500.	No Business done this week. Business was done in Export Rights from Rs. 1,875 to Rs. 1,400.	No Business done this week. Business was done in Export Rights from Rs. 1,600 to Rs. 1,800 and then declined to Rs. 1,725.	No Business done. Business was done in Export Rights from Rs. 1,950 to Rs. 2,025 and then declined to Rs

ek ending h April.	Week ending 25th April.	Week ending 2nd May.	Week ending 9th May.	Week ending 16th May.	Week ending 23rd May.	Week ending 30th May.	Week ending 6th June.	Week ending 13th June.	Week ending 20th June.	Week ending 27th June.
eady.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.
16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 4d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.
8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 d.	1s. 4 1/32d.
32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/4d. to 1s. 4 3/32d.	1s. 4 7/32d.	1s. 4 7/32d.
16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 7/16d.
16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d. to 1s. 4 1/2d.	1s. 4 ½d.	1s. 4 1/4d.
2d.	1s. 4½d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4½d.	1s. 4½d.	1s. 4 15/32d.	1s. 4 1/2d.	1s. 4 1/2d.	1s. 4 15/32d.	1s. 4 1/2d.
5	1/71½	1/71 1/4	1/71 1/4	1/71½	1/71½	1/71	1/71	1/701/2	1/70	1/70 1/4
	100 to 100 1/32	100 to 100 1/32	100 1/32	100 to 100 1/32	100 1/32	100 1/82	100 1/32	100 1/32	100 1/32	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
a. p.	147 12 0	147 12 0	148 4 0	149 8 0	147 8 0	147 8 0	148 8 0	147 4 0	146 4 0	146 0 0
0 0	203 8 0	201 8 0	202 8 0	204 8 0	202 0 0	201 4 0	202 8 0	200 4 0	197 8 0	196 4 0
4 0	148 12 0	148 12 0	148 12 0	148 12 0	148 12 0	149 0 0	149 12 0	150 0 0	150 12 0	150 12 0
12 0	24 1 0	24 1 0	24 2 0	24 1 6	24 2 0	24 2 0	24 1 0	24 1 3	24 1 0	24 1 6
1 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
0 0	69 0 0	69 11 0	69 12 0	71 3 0	70 3 0	70 5 0	70 5 0	69 9 0	68 10 0	68 9 0
12 0	69 11 0	70 2 0	70 0 0	71 5 0	70 10 0	70 10 0	70 7 0	69 13 0	68 12 0	68 8 0
0 0	70 0 0									
cent.	7 per cent.	8 per cent.	8 per cent.	8 per cent.	7 per cent.	6 per cent.	5 per cent.	5 per cent.	4 per cent.	4 per cent.
,,	7 ,,	7 ,,	7 ,,	7 ,,	7 ,,	6 ,,	6 ,,	5 ,,	5 ,,	5 ,,
,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	5 ,,	4 ,,	3 ,,	3 ,,	3 ,,
3 0	Rs. 96 0 0	Rs. 95 14 0	Rs. 96 3 0	Rs. 96 4 0	Rs. 96 4 0	Rs. 96 5 0	Rs. 96 3 0	Rs. 96 2 0	Rs. 96 3 0	Rs. 96 2 0
0 0 Nom.	,, 82 0 0	,, 82 0 6	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0	,, 82 0 0
Nil.	,, 20,500	,, 500	Nil.	,, 25,000	Nil.	Rs. 11,000	,, 900	,, 37,000	Nil.	Nil.
600	Nil.	,, 25,000	Rs. 6,52,100	Nil.	Rs. 1,00,000	Rs. 9,50,000	Nil.	Nil.	Rs. 8,00,000	Rs 1,25,000
6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6	Rs. 4 6 6
5 0	,, 5 5 0	,, 5 5 0	,, 5 5 0.	,, 5 5 0	,, 5 5 0	,, 5 5 0	,, 5 5 0	,, 5 5 0	,, 5 5 0	,, 5 5 0
3/8	As. 12 3/8	As. 12⅜	As. 12⅜	As. 12 to 12½	As. 12 to 12¼	As. 12 to 12¼	As. 12 to 12¼	As. 12 to 12¼	As. 12 to 12¼	As. 12 to 12¼
to 11¼	,, 10¾ to 11¼	,, 10⅜ to 11¼	,, 10⅜ to 11¼	,, 11 to 11½	,, 11 to 11¼	,, 11 to 11¼	,, 11 to 11¼	,, 11 to 11½	,, 11 to 11½	,, 11 to 11½
4 0	Rs. 63 12 0	Rs. 63 12 0	Rs. 64 8 0	Rs. 65 0 0	Rs. 65 14 0	Rs. 65 12 0	Rs. 65 10 0	Rs. 65 4 0	Rs. 64 0 0	Rs. 63 4 0
4 0	,, 51 12 0	,, 51 0 0	,, 51 8 0	,, 51 8 0	,, 51 10 0	,, 51 10 0	,, 51 8 0	,, 51 8 0	,, 50 12 0	,, 49 8 0
0 0	,, 36 0 0	,, 36 0 0	,, 35 8 0	,, 35 0 0	,, 35 0 0	,, 34 0 0	,, 34 0 0	,, 34 0 0	,, 33 8 0	,, 32 8 0
0 0	,, 36 0 0	,, 36 0 0	,, 35 8 0	,, 35 0 0	,, 35 0 0	,, 34 0 0	,, 34 0 0	,, 34 0 0	,, 33 8 0	,, 32 8 0
0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0
8 0	,, 10 9 0	,, 10 12 0	,, 11 0 0	,, 11 1 0	,, 11 0 0	,, 10 14 0	,, 11 0 0	,, 11 0 0	,, 10 12 0	,, 10 12 0
0 to 10-7-0	Rs. 10-4-0 to 10-7-0	Rs. 10-6-0 to 10-8-0	Rs. 10-8-0 to 10-14-0	Rs. 10-12-0 to 11-0-0	Rs. 10-8-0 to 10-12-0	Rs. 10-6-0 to 10-10-0	Rs. 10-8-0 to 10-12-0	Rs. 10-6-0 to 10-10-0	Rs. 10-6-0 to 10-10-0	Rs. 10-6-0 to 10-10-0
0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0	,, 13 0 0
0 0 Rdy.	,, 20 0 0 Rdy.	,, 22 8 0 Rdy.	,, 22 0 0 Fwd.	,, 22 0 0 Fwd.	,, 21 0 0 Rdy.	.....	,, 21-8-0 Fwd. Nom.	,, 25 0 0 Rdy. on Bauder.	,, 21 8 0 Fwd.	Rs. 21 8 0 Fwd. Nom.
0 0 Fwd.	,, 24 0 0 Fwd.	,, 25 0 0 Fwd.	.....	,, 24 8 0 Fwd.	Rs. 24 4 0 Fwd.	Rs. 24 8 0 Fwd.	Rs. 24-8-0 ,, ,,	Rs. 24 8 0 Fwd.	,, 24 8 0 ,,	,, 24 8 0 ,,
4 0 Rdy.	,, 19 4 0 Rdy.	,, 19 4 0 Rdy.	Rs. 18 8 0 Rdy.	,, 18-8-0 to 19 0-0	,, 17 0 0 to 17-12 0 Rdy.	,, 17 4 0 to 17-12 0 Rdy.	,, 17 8 0 to 18 0 0 Rdy.	,, 17 12 0 Rdy.	,, 18 0 0 ,,	Rs. 17-8-0 to 18-0-0 Fwd. Nom.
0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 ,,	,, 15 0 0 Rdy.	,, 15 0 0 Rdy.
0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,	,, 14 0 0 ,,
0 0 Fwd.	,, 17 0 0 Fwd.	,, 17 8 0 Fwd.	,, 17 8 0 ,,	.....	.....	.....	.....	.....	.....	.....
...	,, 18 0 0 ,,	,, 18 0 0 ,,	,, 18 0 0 ,,	,, 18 0 0 ,,	Rs. 18 0 0 Fwd.	Rs. 17 12 0 Rdy.	Rs. 18 0 0 Fwd. Nom.	Rs. 18 0 0 Fwd.	Rs. 17 12 0 Fwd	Rs. 17-4-0 to 17-8-0 Fwd. Nom.
0 0 Rdy.	,, 21 0 0 Rdy.	,, 21 0 0 Rdy.	,, 21 0 0 ,,	,, 19 8 0 Rdy.	,, 19 8 0 ,,	,, 19 8 0 ,,	,, 19 8 0 Rdy.	,, 19 0 0 Rdy.	,, 20 0 0 Rdy.	,, 20 0 0 Rdy.
0 0 Rdy.	Rs. 252 0 0 Rdy.	,, 247 Ready.	,, 242 Ready.	,, 243 Ready.	Rs. 242 Ready.	Rs. 238 Ready.	Rs. 238 Ready.	,, 240 ,,	,, 243 ,,	,, 239 ,,
0 0 ,,	,, 246 0 0 ,,	,, 238 ,,	,, 236 ,,	,, 237 ,,	,, 234 ,,	,, 230 ,,	,, 233 ,,	,, 232 ,,	,, 234 ,,	,, 231 ,,
0 0 ,,	,, 256 0 0 ,,	,, 248 ,,	,, 244 ,,	,, 243 ,,	,, 242 ,,	,, 236 ,,	,, 236 ,,	,, 242 ,,	,, 246 ,,	,, 242 ,,
0 0 ,,	,, 249 0 0 ,,	,, 240 ,,	,, 238 ,,	,, 237 ,,	,, 235 ,,	,, 230 ,,	,, 232 ,,	,, 235 ,,	,, 239 ,,	,, 234 ,,
0 0 ,,	,, 254 0 0 ,,	,, 247 ,,	,, 242 ,,	,, 241 ,,	,, 240 ,,	,, 235 ,,	,, 235 ,,	,, 240 ,,	,, 245 ,,	,, 240 ,,
0 0 ,,	,, 247 0 0 ,,	,, 239 ,,	,, 237 ,,	,, 236 ,,	,, 233 ,,	,, 229 ,,	,, 231 ,,	,, 234 ,,	,, 238 ,,	,, 232 ,,
0 0 ,,	,, 264 0 0 ,,	,, 256 ,,	,, 255 ,,	,, 255 ,,	,, 254 ,,	,, 245 ,,	,, 240 ,,	,, 243 ,,	,, 245 ,,	,, 247 ,,
0 0 ,,	,, 254 0 0 ,,	,, 246 ,,	,, 245 ,,	,, 245 ,,	,, 244 ,,	,, 235 ,,	,, 230 ,,	,, 233 ,,	,, 234 ,,	,, 234 ,,
0 0 ,,	,, 287 0 0 ,,	,, 275 ,,	,, 271 ,,	,, 273 ,,	,, 273 ,,	,, 264 ,,	,, 262 ,,	,, 265 ,,	,, 272 ,,	,, 269 ,,
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	,, 259 ,,
0 0 Rdy.	Rs. 293 0 0 Rdy.	Rs. 283 Ready.	Rs. 280 Ready.	Rs. 280 Ready.	Rs. 280 Ready.	Rs. 275 Ready.	Rs. 273 Ready.	Rs. 277 Rdy	Rs. 282 Rdy.	,, 279 ,,
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	,, 269 ,,
0 0 Rdy.	Rs. 280 0 0 Rdy	Rs. 271 Ready.	Rs. 267 Ready.	Rs. 270 Ready.	Rs. 277 Ready.	Rs. 260 Ready.	Rs. 267 Ready.	Rs. 270 Rdy.	Rs. 277 Rdy.	,, 259 ,,
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	,, 249 ,,
0 0 Rdy.	Rs. 278 0 0 Rdy.	Rs. 269 Ready.	Rs. 265 Ready.	Rs. 267 Ready.	Rs. 266 Ready.	Rs. 256 Ready.	Rs. 250 Ready	Rs. 255 Rdy.	Rs. 261 Rdy.	,, 256 ,,
0 0 ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	,, 246 ,,
0 0 ,,	Rs. 266 0 0 Rdy.	Rs. 258 Ready.	Rs. 257 Ready.	Rs. 257 Ready.	Rs. 254 Ready.	Rs. 247 Ready.	Rs. 242 Ready.	Rs. 246 Rdy.	Rs. 248 Rdy.	,, 248 ,,
0 0 ,,	,, 256 0 0 ,,	,, 249 ,,	,, 247 ,,	,, 248 ,,	,, 245 ,,	,, 237 ,,	,, 232 ,,	,, 236 ,,	,, 238 ,,	,, 238 ,,
0 0 ,,	,, 302 0 0 ,,	,, 285 ,,	,, 285 ,,	,, 290 ,,	,, 286 ,,	,, 282 ,,	,, 284 ,,	,, 296 ,,	,, 298 ,,	,, 294 ,,
0 0 ,,	,, 297 0 0 ,,	,, 280 ,,	,, 280 ,,	.....	.....	.....	.....	.....	.....	,, 286 ,,
0 0 ,,	,, 292 0 0 ,,	,, 276 ,,	,, 275 ,,	.....	.....	.....	.....	.....	.....	.....
st to 25th May.	,, 295, 1st to 25th May.	,, 285, 1st to 25th May.	,, 288, 9th to 25th May.	Rs. 290, 25th May.	Rs. 288, 25th May.	Rs. 276 Ready.	Rs. 274 Ready.	.....	Rs. 277 Rdy.	Rs. 269 Rdy.
,,	,, 298, ,,	,, 284 ,,	,, 286 ,,	,, 287 ,,	,, 286 ,,	,, 275 ,,	,, 272 ,,	.....	,, 278 ,,	,, 273 ,,
5 6 Rdy.	,, 12 5 6 Rdy.	Rs. 11 13 0 Rdy.	.....	.....	.....	.....	.....	.....	.....	Rs. 12-2-6 Dec.-Jan.
2 0 ,,	,, 11 11 0 ,,	,, 10 15 0 ,,	.....	.....	.....	.....	.....	.....	.....	.....
1 0 ,,	,, 8 4 0 ,,	,, 8 2 6 ,,	Rs. 7 11 6 Rdy.	Rs. 7 12 6 Rdy.	Rs. 7 15 0 Rdy.	Rs. 7 11 6 Rdy.	Rs. 7 10 6 Rdy.	Rs. 7 15 0 Rdy.	Rs. 7 12 6 Rdy.	Rs. 7 13 0 Rdy.
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0 0 ,,	Rs. 9 2 0 Rdy.	Rs. 9 1 0 Rdy.	Rs. 8 14 0 Rdy.	Rs. 8 14 0 Rdy.	Rs. 8 14 6 Rdy.	Rs. 9 0 0 Rdy.	Rs. 9 0 6 Rdy.	Rs. 9 0 0 Rdy.	Rs. 9 0 6 Rdy.	Rs. 9 0 0 Rdy.
Apl.-May	,, 8-11-3 Apl-May.	,, 8 9 9 May.	,, 8 6 6 May.	.....	,, 8 7 6 May.	,, 8 6 0 May.	.....	.....	.....	.....
0 Rdy.	,, 8 10 0 Rdy.	,, 8 12 0 Rdy.	,, 8 8 0 Rdy.	Rs. 8 10 0 Rdy.	,, 8 14 0 Rdy.	,, 8 15 0 Rdy.	Rs. 8 15 0 Rdy.	Rs. 8 14 6 Rdy.	Rs. 8 15 0 Rdy.	Rs. 8 14 0 Rdy.
6 ,,	,, 12 12 9 ,,	,, 12 13 6 ,,	,, 12 12 0 ,,	,, 12 8 0 ,,	,, 12 9 0 ,,	,, 12 5 0 ,,	,, 13 5 0 ,,	,, 12 3 6 ,,	,, 12 5 0 ,,	,, 12 4 6 ,,
Bold Rdy.	,, 10-6-0 Bold Rdy.	,, 10 2 6 Bold Rdy.	,, 10 3 0 Bold Rdy.	,, 10 1 0 Bold Rdy.	,, 10 3 0 ,, (Bold.)	Rs. 10-11-0 Bold Rdy. ,, 10-4-6 Small Rdy.	Rs. 10-11-0 Bold Rdy. ,, 10-4-6 Small Rdy.	.....	.....	.....
-0 Small.	,, 9-13-6 Small ,,	,, 9 13 0 Small ,,	,, 9 13 0 Small ,,	,, 9 12 0 Small ,,	.....	.....	.....	.....	.....	.....
...	,, 8 6 0 ,,	,, 8 14 6 ,,	,, 8-2-0 July-Sep.	,, 8-2-0 July-Sep.	,, 8-2-0 July-Sept.	Rs. 8 1 0 Rdy.	Rs. 8 1 0 Rdy.	Rs. 8 4 0 Rdy.	Rs. 8 5 0 ,,	Rs. 8 4 6 Rdy.
0 Rdy.	,, 7 4 6 ,,	,, 7 4 6 ,,	,, 7 3 0 Rdy.	,, 7 3 6 Rdy.	,, 7 4 0 Rdy.	,, 7 3 0 ,,	,, 7 3 0 ,,	,, 7 6 0 ,,	,, 7 6 0 ,,	,, 7 5 0 ,,
pl. May	,, 5 9 0 ,,	,, 5 6 6 ,,	,, 5 5 0 ,,	,, 5 8 0 ,,	,, 5 9 6 ,,	,, 5 5 6 ,,	,, 5 3 6 ,,	,, 5 7 0 ,,	,, 5 7 0 ,,	,, 5 5 6 ,,
	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 5 3 6 Rdy.
	Rs. 5 8 0 ,,	.....	.....	.....	.....	Rs. 5 4 0 Rdy.	Rs. 5 4 0 Rdy.	.....	.....	.....
pl. May.	Rs. 5 12 0 May.	Rs. 5 9 9 May.	Rs. 5 8 9 May.	Rs. 5 6 6 Rdy.	Rs. 5 8 6 May.	Rs. 5 7 3 May.	Rs. 5-9-6 Aug.-Sept.	Rs. 5-9-0 Aug.-Sept.	Rs. 5-10-6 Aug. Sept.	Rs. 5-9-9 Aug.-Sept.
	Rs. 5 11 6 Rdy.	.....	.....	.....	.....	Rs. 5 3 0 Rdy.	.....	.....	.....	.....
	,, 5 8 6 ,,	.....	.....	.....	.....	.....	Rs. 5 2 0 Rdy.	.....	.....	.....
usiness Business e in Ex- hts from 0 to Rs.	No Business done. Business was done in Export Rights from Rs. 1,875 to Rs. 2,000.	No Business done. Business was done in Export Rights at Rs. 2,000.	No Business done. Business was done in Export Rights at Rs. 2,000 to Rs. 2,025.	No Business done. Business was done in Export Rights at Rs. 2,000 to Rs. 2,025.	No Business done. Business was done in Export Rights at Rs. 2,100 to Rs. 2,500.	No Business done. Business was done in Export Rights at Rs. 2,000.	No Business done. Business was done in Export Rights at Rs. 2,400 and declined later to Rs. 2,300.	No Business done. Business was done in Export Rights at Rs. 2,350 and is nominally quoted at Rs. 2,300.	No Business done. Business was done in Export Rights from Rs. 2,450 to Rs. 2,500.	No Business done. Business was done in Export Rights from Rs. 2,550 to Rs. 2,700.
).	(May.)	(May).	(May).	(May).	(June).	(June).	(June).	(July).	(July.)	(July.)
	£. s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£. s. d.	£ s. d.	£ s. d.	£ s. d.
..	0 17 0	.....	.....	.....	0 18 0	0 18 6	0 18 6	0 17 0	0 16 0	0 16 6
..	0 15 0	.....	.....	.....	0 17 0	0 16 6	0 16 6	0 15 0	0 14 6	0 16 0
..	0 17 0	.....	.....	.....	0 18 0	0 18 6	0 18 6	0 17 0	0 16 0	0 16 6
..	0 19 0	.....	.....	.....	1 0 0	1 0 6	1 0 6	.....	0 17 6	0 17 0
	1 0 0	1 0 0	1 0 0	.....	1 2 6	1 2 6	1 0 0	1 2 6	1 0 0	1 0 0
	.....	.....	.....	.....	.....	.....	.....	0 16 0 to £0-18-0	.....	.....
	0 19 0	1 0 0	1 0 6	.....	1 0 0	1 1 0	.....	1 2 0	1 2 0	1 2 0
	0 18 0	0 19 0	0 19 6	.....	0 19 0	1 0 0	.....	1 1 0	1 1 0	1 1 0
	0 17 6	0 19 6	0 19 0	.....	0 19 0	0 18 0	0 17 6	.....	.....	.....
	0 17 0	0 19 0	.....	.....	0 18 0	0 18 6	0 17 6	0 17 0	0 16 0	0 16 6
	0 16 0	.....	.....	.....	0 17 0	0 16 6	0 16 6	0 17 0	0 14 6	0 16 0
	0 15 0	.....	.....	.....	0 18 0	0 18 6	0 18 6	0 17 0	0 16 0	0 16 6
	0 17 0	.....	.....	.....	1 0 0	1 0 6	1 0 6	0 15 0	0 17 6	0 17 0
	0 19 0	.....	.....	.....	1 0 0	.....	.....	0 17 0	.....	.....
s. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15	Rs. 12 to Rs. 15
	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17	,, 17

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Co

QUOTATIONS.	Week ending 4th July.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.	Week ending 22nd August.	Week ending 29th August.	Week ending 5th September.	Week ending 10th September.	Week ending 19th September.	Week ending 26th September.	Week ending 3rd October.	Week ending 10th October.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Telegraphic Transfer ...	Is. 3 29/32d.	Is. 3 29/32d.	Is. 29/32d.	Is. 3 15/16d.	Is. 3 31/32d.	Is. 3 31/32d.	Is. 3 31/32d.	Is. 3 31/32 to Is. 4d.	Is. 4d.	Is. 4d.	Is. 4 1/16d.	Is. 4 1/16d. to Is. 4 3/32d	Is. 4 3/32d.	Is. 4 1/16d	Is. 4 3/32d.
" " Sight	Is. 3 15/16d.	Is. 3 15/16d.	Is. 3 15/16d.	Is. 3 31/32d.	Is. 4d.	Is. 4d.	Is. 4d.	Is. 4d. to Is. 4 1/32d.	Is. 4 1/32d.	Is. 4 1/32d.	Is. 4 3/32d.	Is. 4 3/32d.	Is. 4 1/8d.	Is. 4 3/32d.	Is. 4 1/8d.
" " 3 m'ths' "	Is. 4d.	Is. 4d.	Is. 4d.	Is. 4 1/32d.	Is. 4 1/16d.	Is. 4 1/16d.	Is. 4 1/16d.	Is. 4 3/32d	Is. 4 3/32d.	Is. 4 3/32d.	Is. 4 5/32d.	Is. 4 7/32d.	Is. 4 3/16d.	Is. 4 5/32d.	Is. 4 3/16d.
First Class Credits ... ... 8 " "	Is. 4 7/32d.	Is. 4 3/16d.	Is. 4 3/16d.	Is. 4 7/32d.	Is. 4 1/4d.	Is. 4 1/4d.	Is. 4 1/4d.	Is. 4 1/4d. to Is. 4 9/32d.	Is. 4 1/4d.	Is. 4 3/32d.	Is. 4 11/32d.	Is. 4 8/8d.	Is. 4 8/8d.	Is. 4 8/8d.	Is. 4 15/32d.
" " ... ... 6 " "	Is. 4 7/16d.	Is. 4 7/16d.	Is. 4 13/32d.	Is. 4 7/16d.	Is. 4 16/32d.	Is. 4 15/32d.	Is. 4 15/32d.	Is. 4 15/32d.	Is. 4 15/32d.	Is. 4 15/32d.	Is. 4 ½d.	Is. 4 9/16d.	Is. 4 9/16d.	Is. 4 9/16d.	Is. 4 19/32d.
Documents ... ... 3 " "	Is. 4½d.	Is. 4 7/32d.	Is. 4 7/32d.	Is. 4 1/4d.	Is. 4 9/32d.	Is. 4 9/32d.	Is. 4 9/32d.	Is. 4 9/32d.	Is. 4 9/32d.	Is. 4 5/16d.	Is. 4 ½d.	Is. 4 13/32d.	Is. 4 13/32d.	Is. 4 13/32d.	Is. 4 7/16d.
" ... ... 6 " "	Is. 4 1/2d.	Is. 4 1/32d.	Is. 4 15/32d.	Is. 4 1/2d.	Is. 4 17/32d.	Is. 4 17/32d.	Is. 4 17/32d.	Is. 4 1/2d.	Is. 4 17/32d.	Is. 4 17/32d.	Is. 4 17/32d.	Is. 4 5/8d.	Is. 4 5/8d.	Is. 4 5/8d.	Is. 4 24/32d.
Paris Franc Mercantile Bills ... 3 " "	1·70 1/4	1·70	1·70	1·70½	1·70⅝	1·70⅝	1·70 3/4	1·70 3/4	1·71	1·71½	1·72½	1·72	1·72	1·72½	1·72½
On Calcutta Bank, Telegraphic Transfer	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 days' Sight. { per 100 Dollars	H. 146 8 0	146 4 0	146 4 0	146 12 0	147 8 0	147 4 0	147 4 0	147 12 0	148 0 0	147 8 0	147 4 0	148 4 0	148 4 0	148 0 0	147 4 0
" 100 Taels	S. 198 4 0	197 0 0	197 12 0	199 4 0	200 12 0	200 0 0	199 12 0	200 8 0	201 8 0	200 12 0	200 8 0	203 0 0	203 12 0	204 4 0	201 0 0
" 100 Yens	J. 150 12 0	151 0 0	151 0 0	151 4 0	150 12 0	150 12 0	150 12 0	150 12 0	150 8 0	150 8 0	150 8 0	150 4 0	150 4 0	150 4 0	149 12 0
English Bar Gold, 100 touch (per tola)	24 1 3	24 2 0	24 1 9	24 1 6	24 1 9	24 1 9	24 1 9	24 1 9	24 1 6	24 1 0	24 1 0	24 1 0	24 0 9	24 0 9	24 0 6
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0
Bar Silver (Ex. Duty) ... ... { Rdy.	68 9 0	68 6 0	69 0 0	69 6 0	69 14 0	69 14 0	69 8 0	69 10 0	70 0 0	69 14 0	71 2 0	71 4 0	71 8 0	70 13 0	
{ Fwd.	68 9 0	68 6 0	69 0 0	69 8 0	69 14 0	69 4 0	69 7 0	69 11 0	69 14 0	69 11 0	71 7 0	71 7 0	71 11 0	70 15 0	
RATES OF DISCOUNT.															
Bank Rate of Discount on Private Bills, 60 days' Sight	4 per cent.	4 per cent.	3½ per cent.	4 per cent.	4 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	6 per cent.	6 per cent.	6½ per cent.	7 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	4 "	4 "	3 "	3 "	4 "	4 "	4 "	4 "	4 "	4 "	4 "	5 "	5 "	5 "	5 "
Rate of Interest in the Open Market on Government Paper	3 "	3 "	2 "	2 "	2 "	3 "	3 "	3 "	3 "	3½ "	3½ "	4 "	5 "	4½ "	5 "
GOVERNMENT SECURITIES.															
Three-and-a-half per cent.	Rs. 96 2 0	Market closed. Do.	Rs. 96 4 0	Rs. 96 10 0	Rs. 96 9 0	Rs. 96 7 0	Rs. 96 4 0	Rs. 96 1 0	Rs. 95 12 0	Rs. 95 10 0	Rs. 95 4 0	Rs. 95 2 0	Rs. 95 1 0	Rs. 95 1 0	Rs. 95 1 0
Three per cent....	" 82 0 0		" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0	" 82 0 0
Government Paper enfaced for London	Nil.	Nil.	Nil.	Nil.	" 6,000	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	" 2,00,000	" 1,00,000	Nil.	Nil.
Government Paper enfaced from London to Bombay	Nil.	Nil.	Nil.	Rs. 60,000	" 90,000	Nil.	Rs. 50,000	" 2,00,000	Nil.	" 25,000	Nil.	" 1,58,200	Nil.	Rs. 1,00,000	
IMPORTS.															
PIECE-GOODS—															
7lbs. 33in. 37½ yds. Grey Shirtings (per piece)	Rs. 4 6 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 4 6	Rs. 4 4 6	Rs. 4 4 6	Rs. 4 4 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6	Rs. 4 5 6
8lbs. 36in. 37½ to 38 yds. " " "	" 5 5 0	" 5 4 0	" 5 4 0	" 5 4 0	" 5 4 0	" 5 4 0	" 5 3 0	" 5 3 0	" 5 3 0	" 5 3 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0	" 5 5 0
No. 40s Water Twist (per lb.)	As. 12 to 12½	As. 12 to 12½	As. 12 to 12½	As. 11⅞ to 12½	As. 11⅞ to 12⅛	As. 11⅜ to 12	As. 11⅛ to 12	As. 11⅛ to 12	As. 11⅛ to 12	As. 11⅛ to 12⅛	As. 11⅛ to 12⅜	As. 11⅜ to 12⅝	As. 12 to 12½	As. 12 to 12⅝	As. 12 to 12⅝
No. 30s Water " "	" 11 to 11½	" 11 to 11½	" 11 to 11½	" 10⅝ to 11⅛	" 10⅝ to 11⅛	" 10⅝ to 11	" 10⅝ to 10⅞	" 10⅝ to 10⅞	" 10⅝ to 11	" 10⅝ to 11	" 10¾ to 11⅛	" 10¾ to 11⅛	" 11 to 11½	" 11 to 11½	" 11 to 11½
Copper Braziers (in bundles) per cwt.	Rs. 63 8 0	Rs. 63 12 0	Rs. 62 8 0	Rs. 63 4 0	Rs. 65 0 0	Rs. 65 0 0	Rs. 65 12 0	Rs. 65 12 0	Rs. 65 12 0	Rs. 67 4 0	Rs. 68, 0 0	Rs. 63 4 0	Rs. 66 12 0	Rs. 66 0 0	Rs. 67 0 0
Yellow Metal " "	" 49 8 0	" 49 8 0	" 49 8 0	" 50 8 0	" 51 0 0	" 51 0 0	" 52 0 0	" 52 4 0	" 52 2 0	" 54 8 0	" 55, 0 0	" 55 4 0	" 54 0 0	" 53 0 0	" 53 6 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 30 0 0	" 30 0 0	" 30 0 0	" 31 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0
Basic Steel " "	" 30 0 0	" 30 0 0	" 30 0 0	" 30 8 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30, 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0
Swedish Bar Iron " "	" 60 0 0	" 60 0 0	" 60 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 60 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0	" 62 0 0
Sugar Ordinary Crystals Beet (per cwt. Ex Godown)	" 10 12 0	" 10 12 0	" 10 12 0	" 10 6 0	" 10 2 0	" 10 0 0	" 10 0 0	" 9 14 0	" 9 14 0	" 9 12 0	" 9 10 0	" 9 10 0	" 9 10 0	" 9 10 0	" 9 10 0
Do. Mauritius Ordinary Grains, D to J. (per cwt. Ex. Godown)	" 10-6-0 to 10-10-0	" 10-4-0 to 11-6-0	" 10-4-0 to 10-6-0	" 10-2-0 to 10-4-0	Rs. 10-2-0 to 10-4-0	Rs. 10-0-0 to 10-2-0	Rs. 10-0-0 to 10-2-0	Rs. 10-0-0 to 10-2-0	" 10-0-0 to 10-2-0	" 10-0-0 to 10-2-0	Rs. 10-0-0 to 10-2-0	Rs. 9-14-0 to 10-0-0	Rs. 9-14-0 to 10-0-0	Rs. 9-14-0 to 10-0-0	Rs. 9-14-0 to 10-0-0
Do. China Best Soft White (per cwt.)	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0	" 13 0 0
Davison's West Hartley Coal (per ton) alongside,	" 21 8 0 Fwd.	" 21 8 0 Fwd.	" 21 8 0 Fwd.	" 21 8 0 Fwd.	" 20 8 0 Fwd.	" 21 4 0 Fwd.	" 20-8-0 to 21-4-0 Fwd.	" 21 4 0 Fwd.	" 21 8 0 Fwd.	" 21 4 0 Fwd.	" 21 8 0 Fwd.	" 21 8 0 Fwd.	" 21 8 0 Fwd.	" 20 8 0 Fwd.	" 20 4 0 Fwd.
Cardiff " "	" 24 8 0 "	" 23 8 0 "	" 23-0-0 to 24-0-0 Fwd.	" 23 8 0 "	" 23 8 0 "	" 23 4 0 "	" 23-0-0 to 23-8-0 Fwd.	" 23-0 0 to 23-4-0 "	" 23 4 0 "	" 23 8 0 "	" 23 8 0 "	" 23 8 0 "	" 23 4 0 "	" 23 8 0 "	" 22 8 0 "
Dosbarghur (Bengal) " "	" 17 8 0 to 18 0 0 Rdy.	" 18 0 0 Rdy.	" 18 0 0 Rdy.	Rs. 18-0-0 to 18-8-0 Rdy.	" 17-12-0 to 18-0-0 Rdy.	" 18 0 0 Rdy.	" 17-8-0 to 18-0-0 Fwd.	" 18 0 0 Rdy.	" 19 0 0 Rdy.	" 18 8 0 Rdy.	" 18 8 0 Rdy.	" 18 8 0 Rdy.	" 18 4 0 Rdy. (Equitable)	" 17 8 0 to 18-0-0 Rdy.	" 18 0 0 Rdy.
Shaw's Best Steam " " " ...	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 Rdy.	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	Rs. 15 0 0 "	" 15 0 0 Rdy.	" 15 0 0 "	" 15 0 0 "
Do. Ordinary " " " ...	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "
Jardine's " " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore " " " ...	Rs. 17 8 0 Rdy.	Rs. 17 4 0 to 17 8 0 Fwd.	Rs. 17-4-0 to 17-8-0 Fwd.	Rs. 16 12 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17 12 0 Rdy.	Rs. 17-8-0 to 18-0-0 Fwd.	Rs. 17-4-0 Fwd. next year	Rs. 17 12 0 Fwd.	Rs. 18 0 0 Fwd.	Rs. 17 8 0 Fwd.	Rs. 17 0 0 Fwd.	Rs. 17-0-0 to 17-4-0 Rdy.	Rs. 17 4 0 Rdy.	Rs. 17 8 0 Rdy.
Natal (St. George's & Dundee) " " ...	" 20 0 0 "	" 21 0 0 Rdy.	" 21 0 0 Rdy.	" 21 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 "	" 19 0 0 Rdy.	" 21 0 0 Rdy.	" 21 0 0 Rdy.	" 21 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 Rdy.	" 20 0 0 "	" 19 0 0 Fwd.	
EXPORTS.															
COTTON—															
(Full-pressed; per candy of 784 lbs.)—															
H. G. Bengals (Railway Terms) ... ... Fine ...	Rs. 240 Rdy.	Rs. 238 Rdy.	Rs. 231 to 234 Rdy.	Rs. 224 Rdy.	Rs. 224 Rdy.	Rs. 213 to 215 Rdy.	Rs. 215 to 220 Rdy	Rs. 230 to 235 Rdy.	Rs. 238 to 243 Rdy.	Rs. 246 to 252 Rdy.	Rs. 267 1st to 25th Jan. 1914.	Rs 267, 1st to 25th Jan. 1914.	Rs. 269, 1st to 25th Jan. 1914.	Rs. 265, Jan. 1914.	Rs. 260, 1st to 25th Jan. 191
" " " ... ... F. G....	" 232 "	" 230 "	" 228 to 226 "	" 212 to 217 "	" 214 "	" 208 to 206 "	" 205 to 210 "	" 220 to 225 "	" 228 to 233 "	" 230 to 235 "	" 257 "	" 257 "	" 259 "	" 255 "	" 251 "
M. G. " " ... ... Fine ...	" 243 "	" 239 "	" 233 to 236 "	" 226 "	" 225 "	" 221 to 224 "	" 228 to 228 "	" 232 to 237 "	" 243 to 248 "	" 250 to 255 "	" 271 "	" 270 "	" 275 "	" 271 "	" 263 "
" " " ... ... F. G....	" 233 "	" 250 "	" 225 to 228 "	" 215 to 220 "	" 215 "	" 214 to 218 "	" 218 to 218 "	" 225 to 230 "	" 235 to 240 "	" 235 to 240 "	" 262 "	" 260 "	" 265 "	" 261 "	" 258 "
" Scind-Punjab " ... ... Fine ...	" 242 "	" 238 "	" 232 to 235 "	" 225 "	" 223 "	" 220 to 223 "	" 221 to 225 "	" 230 to 235 "	" 242 to 246 "	" 248 to 253 "	" 270 "	" 269 "	" 273 "	" 270 "	" 261 "
" " " ... ... F. G....	" 232 "	" 228 "	" 224 to 227 "	.....	" 213 "	" 213 to 217 "	" 212 to 215 "	" 226 to 228 "	" 233 to 238 "	" 235 to 240 "	" 261½ "	" 259 "	" 263 "	" 260 "	" 251 "
" Khandeish ... ... Fine ...	" 248 "	" 240 "	" 230 to 233 "	Rs. 218 to 220 Rdy	" 218 "	" 215 to 218 "	" 220 to 225 "	" 235 to 240 "	" 245 to 250 "	" 245 to 250 "	" 291 "	" 294 "	" 296 "	" 293 "	" 282 "
" " ... ... F. G.	" 235 "	" 230 "	" 232 to 225 "	" 205 to 210 "	" 205 "	" 200 to 205 "	" 205 to 210 "	" 220 to 225 "	" 230 to 235 "	" 234 to 239 "	" 279 "	" 282 "	" 285 "	" 282 "	" 271 "
" Dhamangaum, Poolgaum ... ... Fine ...	.....	" 268 "	" 257 to 263 "	" 240 to 245 "	" 238 to 244 "	" 235 to 238 "	" 238 to 243 "	" 253 to 258 "	" 260 to 265 "	" 273 to 278 "	" 313 "	" 317 "	" 322 "	" 319 "	" 308 "
" " " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpur & Kamptee ... ... Fine ...	.....	Rs. 270 Rdy.	Rs. 260 to 265 Rdy.	Rs. 253 to 258 Rdy.	Rs. 245 to 250 Rdy.	Rs. 245 to 250 Rdy.	Rs. 250 to 255 Rdy.	Rs. 265 to 270 Rdy.	Rs. 270 to 275 Rdy.	Rs. 280 to 285 Rdy.	Rs. 320, 1st to 25th Jan. 1914.	Rs. 325, 1st to 25th Jan. 1914.	Rs. 328, 1st to 25th Jan. 1914	Rs. 327, Jan. 1914.	Rs. 316, 1st to 25 Jan. 19
" " ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Oomrawattee (descriptions) ... ... Fine ...	.....	Rs. 253 Rdy.	Rs. 246 to 250 Rdy.	Rs. 237 to 239 Rdy.	Rs. 236 Rdy.	Rs. 228 to 230 Rdy.	Rs. 230 to 235 Rdy.	Rs. 250 to 253 Rdy.	Rs. 258 to 263 Rdy.	Rs. 266 to 271 Rdy.	Rs. 310, 1st to 25th Jan. 1914.	Rs. 313, 1st to 25th Jan. 1914.	Rs. 318, 1st to 25th Jan. 1914.	Rs. 315, Jan. 1914.	Rs. 304, 1st to 2 Jan. 19
" Akola, Khamgaum, Karanja (Fair staple) F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Fine Rs. 256 Rdy.	Rs. 250 Rdy.	Rs. 241 to 245 Rdy.	Rs. 233 to 236 Rdy.	Rs. 230 Rdy.	Rs. 223 to 225 Rdy.	Rs. 228 to 232 Rdy.	Rs. 249 to 252 Rdy.	Rs. 255 to 260 Rdy.	Rs. 263 to 268 Rdy.	Rs. 307, 1st to 25th Jan. 1914.	Rs. 311, 1st to 25th Jan. 1914.	Rs. 315, 1st to 25th Jan. 1914.	Rs. 312, Jan 1914.	Rs. 301, 1st to 2 Jan. 19
" " " ... ... F. G....	" 246 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Muttia ... ... Fine ...	" 248 "	Rs. 242 Rdy.	Rs. 234 to 237 Rdy.	Rs. 225 to 230 Rdy.	Rs. 222 Rdy.	Rs. 215 to 218 Rdy.	Rs. 223 to 227 Rdy.	Rs. 238 to 243 Rdy.	.....	Rs. 248 to 253 Rdy.	Rs. 289, 1st to 25th Jan. 1914.	.....	Rs. 294, 1st to 25th Jan. 1914.	Rs. 291, Jan. 1914.	.....
" " " ... ... F. G....	" 238 "	" 234 "	" 225 to 228 "	.....	" 210 "	" 200 to 205 "	.....	" 223 to 228 "	Rs. 230 to 235 Rdy.	" 235 to 240 "	" 272 "	.....	" 288 "	" 280 "	.....
" Broach ... ... Fine ...	" 295 "	" 295 "	" 281 to 285 "	Rs. 275 to 285 Rdy.	" 276 "	" 270 to 275 "	Rs. 275 to 280 Rdy.	" 280 to 285 "	.....	" 285 to 290 "	.....	.....	" 336, 1st to 25th Mar. 1914.	" 335, Mar. 1914.	Rs. 328, 1st to Mar. 1
" " ... ... F. G....	" 287 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " ... ... Good...	.....	.....	.....	.....	.....	.....	Rs. 279 Mar. 1914.	Rs. 288 Mar. 1914.	Rs. 299, Mar. 1914.	Rs. 305, 1st to 25th Mar. 1914.	Rs. 312, 1st to 25th Mar. 1914.	Rs. 319, 15th to 25th March 1914.	Rs. 324, 1st to 25th Mar. 1914.	Rs. 324, Mar. 1914.	Rs. 316, 1st to 2 Mar. 1914.
Saw-Ginned Dharwar ... ... Good...	Rs. 267 Rdy.	Rs. 265 Rdy.	.....	.....	Rs. 248 0 0 Rdy.	Rs. 238 Rdy.	" 250 Rdy.	Rs. 260 Rdy. (about)	" 272 0 0 Rdy.	" 272 to 275 Rdy	" 273 Rdy.	Rs. 283, Sept. 1913.	" 295 Rdy.	" 296 October.	" 282, Oct.
M. G. Westerns ... ... Good...	" 272 "	" 272 "	.....	.....	" 255 0 0 "	" 251 "	" 264 "	" 273 " (")	" 280 0 0 "	" 282 to 285 "	" 283 "	" 294 "	" 310 "	.....	.....
Gingelly seed, White Bold... ... (per cwt.) ...	.....	.....	.....	Rs. 11 13 6 Dec. Jan. New Crops.	" 12-1-0, Nov.-Dec. New Crop.	Rs. 11-15-0 Dec. Jan.	Rs. 11-13-6 Dec. Jan.	Rs. 11-15-0 Dec. Jan.	" 11-12-0 Dec.-Jan.	" 11-13-6 Dec.-Jan.	" 11-12-6, Jan. Feb.	" 11-15-0 Dec.-Jan.	" 12-2-6 Dec.-Jan.	Rs. 12-6-0 Dec.-Jan.	" 12-9-0 Dec.
" Mixed 50 per cent.	.....	.....	.....	.....	.....	Rs. 11 5 0 "	.....	.....	.....	" 11 3 6 Fwd.	.....	" 11 3 0 "	.....	.....	.....
Linseed, Bold	Rs. 8 1 0 Rdy.	Rs. 8 4 0 Rdy.	Rs. 8 8 0 Rdy.	Rs. 8 15 0 Rdy.	Rs. 8 12 6 Rdy.	" 8 9 0 Rdy.	Rs. 8 14 6 Rdy.	Rs. 8 9 0 Rdy.	" 8 7 0 Rdy.	" 8 7 0 Rdy.	Rs. 8 6 0 Rdy.	" 8 0 0 Rdy.	Rs. 8 8 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 8 0 0 R
" Small Seed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rapeseed, Guzerat Yellow	Rs. 9 0 0 Rdy.	Rs. 9 1 0 Rdy.	Rs. 9 4 0 Rdy.	Rs. 9 8 6 Rdy.	Rs. 9 9 6 Rdy.	Rs. 9 8 6 Rdy.	Rs. 9 5 0 Rdy.	Rs. 9 5 6 Rdy.	Rs. 9 5 6 Rdy.	Rs. 9 4 6 Rdy.	Rs. 9 4 0 Rdy	Rs. 9 2 0 Rdy	Rs. 9 2 6 Rdy.	Rs. 9 4 6 Rdy.	Rs. 9 6 0 R
" Brown Delhi	.....	.....	.....	.....	.....	.....	" 8-11-0 April May 1914.	.....	" 8-10-0, Apl.-May.	" 8-7-0, Apl.-May.	" 8-4-6, Apl.-May	" 8 12 0, April May (new crop.)	" 8 15 0 April-May.	" 8 14 0 April-May.	" 8-13-6, Apl.-M
" Yellow Cawnpore	Rs. 8 15 0 Rdy.	Rs. 9 0 0 Rdy.	Rs. 9 2 6 Rdy.	Rs. 9 6 0 Rdy.	Rs. 9 7 6 Rdy.	Rs. 9 6 6 Rdy.	" 9 5 0 Rdy.	Rs. 9 4 0 Rdy.	" 9 3 6 Rdy.	" 9 2 6 Rdy.	" 9 1 6 Rdy.	Rs. 8 15 6 Rdy.	" 9 1 0 Rdy.	" 9 1 0 Rdy.	" 9 4 6 R
Poppyseed	" 12 3 0 "	" 12 9 0 "	" 12 11 0 "	" 13 10 0 "	" 13 0 0 "	" 12 14 0 "	" 12 12 0 Rdy. " 9-10-6 Jan. Feb. Bold.	" 12 11 6 " " 10 11 0 Rdy. Bold.	" 12 11 6 " " 10-11-0, Rdy. Bold	" 12 8 0 " " 9-11-6, Jan.-Feb. Bold.	" 12 4 6 " " 9-11-6, Jan.-Feb. Bold	" 12 2 0 " Bold 9-15-6, Jan.-Feb.	" 12 9 3 " Bold 9-15-6, Jan.-Feb.	.....	.....
Groundnuts	.....	" 9-13-6 Feb.-Mar. 1914, New Crop.	.....	" 9-11-0, Jan. 1914 New Crop.	" 9-14-6, Dec.-Jan.	.....	" 9-6-0 Jan. Feb. Small.	" 9-12-0 Jan. Feb. Small.	" 9-5-6, Jan. Feb. Small.	" 9-7-0, Jan. Feb. Small.	" 9-5-6, Jan. Feb. Small.	" 9-11-6, " Small	" 9-11-6, " Small	Rs. 10-1-6, Jan.	Rs 10 3-0, Jan.
Mowra Seeds	Rs. 8 4 0 Rdy.	" 8 4 0 Rdy.	Rs. 8 3 0 Rdy.	" 8 3 0 Rdy.	" 8 3 6 Rdy.	Rs. 8 2 0 Rdy.	" 8 4 0 Rdy	" 8 5 6 Rdy.	" 8 5 0 Rdy.	" 8 6 0 Rdy	" 8 6 0 Rdy.	Rs 8 13 0 Rdy.	Rs. 8 9 6 Rdy.	Rs. 8 10 0 Rdy.	.....
Castor Seed, Ordinary Quality, F. A. "	" 7 4 6 "	" 7 5 6 "	" 7 5 6 "	" 7 6 6 "	" 7 6 6 "	" 7 6 6 "	" 7 6 6 "	" 7 8 0 "	" 7 9 0 "	" 7 6 0 "	" 7 5 6 "	" 7 4 0 "	" 7 4 0 "	" 7-1-6, Mar.-May 1914.	Rs. 7 3 0
Wheat, White Pessy 85 per cent. ... "	" 5 3 6 "	" 5-3-6 July-Aug.	" 5 3 9 "	" 5 4 6 "	" 5-4-0, Aug.-Sept.	" 5 2 6 "	" 5 2 0 "	" 5 5 0 "	" 5 1 0 Sept.	" 5 0 6 "	" 5 0 0 "	" 4-15-6, Sep.-Oct.	" 5 4 0 "	" 5 8 6 Rdy	" 5 8 0
" Jabalpur Pessy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Ahmedabad (Soft Red)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Hard Yellow 63 per cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Delhi, No. 1, White Pessy... ...	Rs. 5 9 6 Sept	Rs. 5-9-6 Aug.-Sep.	Rs. 5-9-6, Aug.-Sept.	Rs. 5-9-0, Aug.-Sept.	Rs. 5-8-6 Aug.-Sept.	Rs. 5-7-6 Aug. Sept.	Rs. 5-8-6 Aug. Sept.	Rs. 5-9-0 Aug. Sept.	Rs. 5-9-0, Aug.-Sept.	Rs. 5-7-6, Aug.-Sept.	Rs. 5-8-0, Sept.	Rs. 5-8-0, Aug.-Sept.	Rs. 5-10-9, Sept.	Rs. 5-13-3, April-May 1914.	Rs. 5-13-0, Apl.
" " Red	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Hard Red Khatia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpore Khathi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	No Business done. Business was done in Export Rights from Rs. 2,700 to Rs. 2,800.	No Business done. Business was done in Export Rights from Rs. 2,800 to Rs. 2,825.	No business done. Business was done in Export Rights from Rs. 2,750 to Rs. 2,500.	.....	.....	.....	.....	.....	No Business done. Business was done in Export Rights at Rs. 4,000.	No Business done. Business was done in Export Rights at Rs. 4,300.	No Business done. Business was done in Export Rights at Rs. 4,500.	No Business done. Business was done in Export Rights at Rs. 4,600.	.....	.....	No Business done. Business been in port R at Rs.
" " " New															
" Revana...	.....	.....	.....	Quoted at Rs. 2,550	Quoted at Rs. 2,226	Quoted at Rs. 2,700	Quoted at Rs. 2,920	Quoted at Rs. 3,300	Quoted at Rs. 4,235.	.....	.....	.....	Quoted at Rs. 4,768.	.....	.....
FREIGHTS.	(July.)	(August.)	(August.)	(August.)	(August.)	(August.)	(August.)	(September.)	(September.)	(September.)	(September.)	(September.)	(October.)	(October.)	(October.)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Liverpool—Measurement cargo ... (*Via* Canal)	.....	0 16 0	.....	0 17 6	0 17 0	0 17 0	.....	0 17 0	0 18 0	.....	.....	.....	0 18 0	0 17 6	0 15 6
" Light Seeds ... ...

Week ending 17th October.	Week ending 24th October.	Week ending 31st October.	Week ending 7th November.	Week ending 14th November.	Week ending 21st November.	Week ending 28th November.	Week ending 5th December.	Week ending 12th December.	Week ending 19th December.	Week ending 23rd December.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
1s. 4 1/16d. to 1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.
1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
1s. 4 3/16d. 1s. 4 13/32d.	1s. 4 3/16d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 3/8d.	1s. 4 1/8d. 1s. 4 11/32d.	1s. 4 5/32d. 1s. 4 11/32d.	1s. 4 5/32d. 1s. 4 3/8d.	1s. 4 5/32d. 1s. 4 3/8d.	1s. 4 5/32d. 1s. 4 3/8d.
1s. 4 19/32d 1s. 4 7/16d.	1s. 4 19/32d. 1s. 4 7/16 d.	1s. 4 19/32d. 1s. 4 7/16d.	1s. 4 19/32d. 1s. 4 15/32d.	1s. 4 9/16d. 1s. 4 13/32d.	1s. 4 9/16d. 1s. 4 13/32d.	1s. 4 17/32d. 1s. 4 3/8d.	1s. 4 17/32d. 1s. 4 3/8d.	1s. 4 9/16d. 1s. 4 13/32d.	1s. 4 9/16d. 1s. 4 13/32d.	1s. 4 17/32d. 1s. 4 13/32d.
1s. 4 21/32d. 1·72½ 100 1/32	1s. 4 21/32d. 1·72½ 100 1/16.	1s. 4 21/32d. 1·72½ 100 1/16	1s. 4 21/32d. 1·72½ 100 1/16	1s. 4 5/8d. 1·72 ½ 100 1/32	1s. 4 5/8d. 1·72½ 100 1/32	1s. 4 19/32d. 1·72 100 1/16	1s. 4 19/32d. 1·71½ 100 1/32	1s. 4 5/8d. 1·72 100 1/32	1s. 4 5/8d. 1·72 100 1/32	1s. 4 19/32d. 1·72 100 1/16
Rs. a. p. 147 8 0 201 12 0 149 12 0 24 0 0 15 0 0 71 5 0 71 9 0	Rs. a. p. 145 0 0 198 8 0 149 12 0 23 15 3 15 0 0 70 7 0 70 2 0	Rs. a. p. 145 12 0 198 4 0 149 8 0 24 0 0 15 0 0 71 1 0 69 8 0	Rs. a. p. 146 4 0 199 0 0 149 8 0 24 0 0 15 0 0 70 14 0 69 14 0	Rs. a. p. 144 12 0 196 8 0 148 8 0 24 0 0 15 0 0 71 6 0 69 11 0	Rs. a. p. 144 0 0 194 12 0 149 4 0 24 0 8 15 0 0 68 5 0 68 7 0	Rs. a. p. 144 0 0 193 4 0 149 4 0 24 1 6 15 0 0 68 2 0 67 13 0	Rs. a. p. 143 0 0 191 12 0 148 12 0 24 0 0 15 0 0 68 0 0 68 0 0	Rs. a. p. 143 8 0 193 0 0 148 8 0 24 0 0 15 0 0 67 11 0 67 11 0	Rs. a. p. 143 0 0 193 4 0 148 8 0 24 1 0 15 0 0 67 12 0 67 10 0	Rs. a. p. 142 12 0 192 4 0 148 8 0 24 0 6 15 0 0 68 0 0 67 14 0
6½ per cent.	6½ per cent.	6½ per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent	6 per cent.
6 „	6 „	6 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „
5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „
Rs. 95 2 0 „ 82 0 0	Rs. 95 2 0 „ 82 0 0	Rs. 95 4 0 „ 82 0 0	Rs. 95 6 0 „ 82 0 0	Rs. 95 4 0 „ 82 0 0	Rs. 95 4 0 „ 82 0 0	Rs. 95 5 0 „ 82 0 0	Rs. 95 6 0 „ 82 0 0	Rs. 95 8 0 „ 82 0 0	Rs. 95 12 0 „ 82 0 0	Rs. 95 8 0 „ 82 0 0
Nil.	*Nil.*	*Nil.*	*Nil.*	„ 300	*Nil.*	„ 8,500	*Nil.*	*Nil.*	„ 300	*Nil.*
Nil.	Rs. 25,000	Rs. 25,000	*Nil.*	„ 27,200	Rs. 22,800	*Nil.*	Rs. 2,17,800	Rs. 75,000	„ 1,30,000	Rs. 1,25,000
Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 66 4 0 „ 53 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 10 0	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 67 4 0 „ 53 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 10 0	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 67 4 0 „ 53 10 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 10 0	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 67 0 0 „ 54 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 67 0 0 „ 54 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 64 8 0 „ 52 4 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 11 to 11½ Rs. 63 0 0 „ 51 12 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 10½ to 11½ Rs. 61 12 0 „ 51 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „	Rs. 4 5 6 „ 5 5 0 As. 12 to 12½ „ 10½ to 11½ Rs. 63 0 0 „ 52 8 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 13 0	Rs. 4 4 0 „ 5 3 6 As. 12 to 12½ „ 10½ to 11½ Rs. 62 8 0 „ 50 12 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 12 0	Rs. 4 4 0 „ 5 3 6 As. 11½ to 12¾ „ 10⅜ to 11½ Rs. 62 8 0 „ 51 0 0 „ 30 0 0 „ 30 0 0 „ 62 0 0 „ 9 11 0
„ 9-14-0 to 10-0-0 „ 12 0 0 „ 20 8 0 Fwd.	„ 9-14-0 to 10-0-0 „ 12 0 0 „ 20 8 0 Fwd.	„ 9-14-0 to 10-0-0 „ 12 0 0 „ 20 8 0 Fwd.	Rs. 9-14-0 to 10-0-0 „ 12 0 0 „ 21 4 0 Fwd.	Rs. 9-14-0 to 10-0-0 „ 12 0 0 „ 21 8 0 Fwd.	Rs. 9-14-0 to 10-0-0 „ 12 0 0 „ 21 4 0 Fwd.	Rs. 9-10-0 to 9-12-0 „ 12 0 0 „ 21 0 0 Fwd.	Rs. 9-9-0 to 9-11-0 „ 12 0 0 „ 20 8 0 Fwd	„ 9-9-0 to 9-10 0 „ 11 8 0 „ 21 4 0 Fwd.	„ 9-7-0 to 9-8-0 „ 11 8 0 „ 20 8 0Fwd.	„ 9-7-0 to 9-8-0 „ 11 8 0 „ 20 8 0 Fwd.
„ 23 0 0 Nov.-Dec. „ 17-12-0to 18-0-0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 22-12-0to23-0-0 Fwd. „ 17-12-0 to 18-0-0 Rdy „ 15 0 0 „ „ 14 0 0 „	„ 23 0 0 „ „ 17 12 0 to 18 0 0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 23 12 0 „ „ 17 4 0 to 17 12 0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 23 8 0 „ „ 17 4 0 to 17 12 0 Rdy „ 15 0 0 „ „ 14 0 0 „	Rs. 17-0-0 to 17-8-0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 17-0-0 to 17-8-0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 17 0 0 Rdy, „ 15 0 0 „ „ 14 0 0 „	„ 16 12 0 to 17 0 0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 16 8 0 to 16 12 0 Rdy. „ 15 0 0 „ „ 14 0 0 „	„ 16 8 0 to „ 17 0 0 Rdy. „ 15 0 0 „ „ 14 0 0 „
Rs. 17-0-0to 17-4-0 Fwd. „ 19 0 0 Rdy.	Rs. 17 8 0 Fwd. „ 18 0 0 Rdy.	Rs. 17 4 0 Fwd. to end of years. „ 19 0 0 Rdy.	Rs. 17 0 0 Fwd. „ 20 0 0 Rdy.	Rs. 17 0 0 Fwd. „ 18 8 0 „	Rs. 15 8-0 to 16-0-0 Fwd. „ 18 8 0 „	Rs. 16 12 0 Rdy. „ 18 8 0 Fwd.	Rs. 16 8 0 „ „ 18 8 0 Fwd.	Rs. 16 4 0 Rdy. „ 18 8 0 Fwd.	Rs. 16 0 0 Rdy. „ 18 8 0 Fwd.	Rs. 16 0 0 Fwd. „ 18 0 0 „
Rs. 261, 1st to 25th Jan. 1914. „ 253 „ „ 264 „ „ 256 „ „ 262 „ „ 254 „ „ 282 „ „ 270 „ „ 309 „	Rs. 259, 1st to 25th Jan. 1914. „ 251 „ „ 261 „ „ 254 „ „ 259 „ „ 252 „ „ 282 „ „ 271 „ „ 310 „	Rs. 256, 1st to 25th Jan. 1914. „ 246 „ „ 265 „ „ 248 „ „ 253 „ „ 246 „ „ 278 „ „ 267 „ „ 304 „	Rs. 242, 1st to 25th Jan. 1914. „ 235 „ „ 242 „ „ 237 „ „ 240 „ „ 235 „ „ 260 „ „ 250 „ „ 287 „	Rs. 250, 1st to 25th Jan. 1914. „ 242 „ „ 249 „ „ 242 „ „ 248 „ „ 241 „ „ 267 „ „ 257 „ „ 296 „	Rs. 211, 1st to 25th Jan. 1914. „ 236 „ „ 242 „ „ 235 „ „ 241 „ „ 234 „ „ 261 „ „ 251 „ „ 289 „	Rs. 237, 1st to 25th Jan. 1914. „ 233 „ „ 238 „ „ 233 „ „ 237 „ „ 232 „ „ 254 „ „ 244 „ „ 283 „	Rs. 235, 1st to 25th Jan. 1914. „ 230 „ „ 234 „ „ 229 „ „ 233 „ „ 228 „ „ 252 „ „ 242 „ „ 280 „	Rs. 234, 1st to 25th Jan. 1914. „ 230 „ „ 235 „ „ 229 „ „ 234 „ „ 228 „ „ 253 „ „ 248 „ „ 284 „	Rs. 226, 1st to 25th Jan. 1914. „ 223 „ „ 227 „ „ 223 „ „ 226 „ „ 222 „ „ 240 „ „ 231 „ „ 272 „	Rs. 208, 1st to 25th Jan. 1914. „ 202 „ „ 207 „ „ 202 „ „ 206 „ „ 201 „ „ 218 „ „ 210 „ „ 255 „
Rs. 316, 1st to 25th Jan. 1914. Rs. 304, 1st to 25th Jan. 1914. Rs. 302, 1st to 25th Jan. 1914. Rs. 280, 1st to 25th Jan. 1914. „ 268 „ „ 332, 15th to 26th Mar. 1914. Rs. 320, 15th to 25th Mar. 1914. „ 286, Oct. 1913.	Rs. 318, 1st to 25th Jan. 1914. Rs. 305, 1st to 25th Jan. 1914. Rs. 302, 1st to 25th Jan. 1914. Rs. 280, 1st to 25th Jan. 1914. „ 269 „ „ 337 15th to 26th Mar. 1914. Rs. 326, 15th to 25th Jan. 1914 „ 290 Rdy.	Rs. 312, 1st to 25th Jan. 1914. Rs. 293, 1st to 25th Jan. 1914. Rs. 296, 1st to 25th Jan. 1914. Rs. 276, 1st to 25th Jan. 1914. „ 265 „ „ 329, 15th to 25th Mar. 1914. Rs. 315, 15th to 25th Mar. 1914. „ 286 0 0 Rdy.	Rs. 296, 1st to 25th Jan. 1914. Rs. 284, 1st to 25th Jan. 1914 Rs. 279, 1st to 25th Jan. 1914. Rs. 258, 1st to 25th Jan. 1914. „ 248 „ „ 321, 1st to 25th Mar. 1914. Rs. 309, 1st to 25th Mar. 1914. „ 287 „	Rs. 302, 1st to 25th Jan. 1914. Rs. 289, 1st to 25th Jan. 1914. Rs. 286, 1st to 25th Jan. 1914. Rs. 267, 1st to 25th Jan. 1914. „ 250 „ Rs. 327, 15th to 25th Mar. 1914. Rs. 314, 15th to 25th Mar. 1914. „ 296 „	Rs. 297, 1st to 25th Jan. 1914. Rs. 284, 1st to 25th Jan. 1914. Rs. 280, 1st to 25th Jan. 1914. Rs. 260, 1st to 26th Jan. 1914. „ 250 „ „ 323, 15th to 25th Mar. 1914. Rs. 310, 15th to 25th Mar. 1914. „ 289 „	Rs. 291, 1st to 25th Jan. 1914. Rs. 278, 1st to 25th Jan. 1914. Rs. 275, 1st to 25th Jan. 1914. Rs. 255, 1st to 25th Jan. 1914. „ 248 „ „ 323, 15th to 25th Mar. 1914. Rs. 310, 15th to 25th Mar. 1914. „ 283 „	Rs. 288, 1st to 25th Jan. 1914. Rs. 276, 1st to 25th Jan. 1914. Rs. 273, 1st to 25th Jan. 1914. Rs. 251, 1st to 25th Jan. 1914. „ 241 „ „ 324, 15th to 25th Mar. 1914. Rs. 311, 15th to 25th Mar. 1914. „ 280 „	Rs. 292, 1st to 25th Jan. 1914. Rs. 279, 1st to 25th Jan. 1914. Rs. 277, 1st to 25th Jan. 1914. Rs. 248, 1st to 25th Jan. 1914. „ 233 „ „ 324, 1st to 26th Mar. 1914. Rs. 313, 1st to 25th Mar. 1914. „ 284 „	Rs. 282, 1st to 25th Jan. 1914. Rs. 265, 1st to 25th Jan. 1914. Rs. 262, 1st to 25th Jan. 1914. Rs. 238, 1st to 25th Jan. 1914. „ 222 „ „ 317, 15th to 25th Mar. 1914. Rs. 305, 15th to 25th Mar. 1914. „ 272 „	Rs. 269, 1st to 25th Jan. 1914. Rs. 247, 1st to 25th Jan. 1914. Rs. 243, 1st to 25th Jan. 1914. Rs. 216, 1st to 25th Jan. 1914. „ 200 „ „ 293, 1st to 25th Mar. 1914. Rs. 282, 1st to 25th Mar. 1914. „ 255 „
Rs. 12-4-6 Dec.-Jan. Rs. 7 13 0 Rdy. Rs. 9 9 6 Rdy. „ 8 3 6 „ „ 9 3 0 „ Rs. 10 4 0 Jan.-Feb. „ 8 12 0 Rdy. „ 7 0 0 „ „ 5 5 0 „ Rs. 5-13-6, April.-May	Rs. 12 13 6 Rdy „ 12-1-0 Nov.-Dec. „ 7 14 0 Rdy. Rs. 9 7 0 „ Rdy „ 9-1-0, April.-May. „ 9-5-0 Rdy. „ 11-4-0 „ „ 10-4 6 Dec.-Jan. Bold. „ 9-15-6 Jan.-Feb. Small „ 8-11-0 Rdy. „ 6-15-0 „ „ 5-6-0 Oct.-Nov. Rs. 5-14-0, April.-May	Rs 12 9 0 Fwd. Rs. 7 13 0 Rdy. Rs. 9 9 0 Rdy. „ 8 3 0 „ „ 9 5 0 „ „ 12 0 0 „ „ 10 4 6 Jan.-Febry. „ 8 12 0 Rdy. „ 6 13 6 „ „ 5 6 0 „ Rs. 5-13-6, April.-May.	Rs. 12 9 0 Rdy. Rs. 7 6 0 Rdy. „ 9 9 0 „ „ 8-15-3, April.-May. Rs. 10-2-0, Dec.-Feb. „ 8 12 0 Rdy. „ 6 13 6 „ „ 5 5 6 „ Rs. 5-13-6, April.-May.	Rs 12 4 0 Rdy. Rs. 7 7 0 Rdy. Rs. 9 9 0 Rdy. „ 8-14-0, April.-May. Rs. 11 6 0 Rdy. „ 10-2-0, Dec.-Feb. „ 8 11 0 Rdy. „ 6 14 0 „ „ 5 6 0 „ Rs. 5-13-8, April.-May.	Rs. 11 15 0 Rdy. Rs. 7 11 0 Rdy. Rs. 9 10 6 Rdy. „ 8-14-0 April.-May. Rs. 11 13 0 Rdy. „ 10-4-6 Jan.-Feb. „ 8 11 0 Rdy. „ 7 2 0 „ „ 5 8 6 „ Rs. 5-13-6 April.-May	Rs. 12 2 0 Rdy. Rs. 8 6 6 Rdy. Rs. 9-8-0 Mar.-April. „ 8-15-9, April.-May. Rs. 11 12 0 Rdy. „ 10-4-6, Jan.-Feb. „ 8 12 0 Rdy. „ 7 3 0 „ „ 5 8 6 „ Rs. 5-13-6, April.-May	Rs. 12 1 0 Rdy. Rs. 8 1 0 Rdy. Rs. 9-9-0, April.-May „ 8-15-3 „ Rs. 11-8-3, Rdy. „ 10-1-0, Dec.-Feb. „ 8 13 0 Rdy. „ 7 2 0 „ „ 5 6 0 „ Rs. 5-12-9, April.-May	Rs. 12 0 6 Rdy. Rs. 8 6 0 Rdy. Rs. 9-12-6 Mar.-May. „ 9-0-6 April.-May Rs. 11 8 6 Rdy „ 9 14 6 „ Rs. 7 2 0 Rdy. „ 5 4 0 „ Rs. 5-12-6, April.-May.	Rs. 12 0 0 Rdy. Rs. 8 2 0 Rdy. Rs. 9-12-6 Mar.-May. „ 9-0-0 Apl-May. Rs. 11-8-6 Rdy. „ 9-15-6 Dec.-Feby Rs. 7 2 0 Rdy. „ 5 4 0 „ Rs. 5-12-6 April-May	Rs. 12 0 0 Rly. Rs. 8 3 0 Rdy. Rs. 9-12-6 Mar.-May. „ 9-0-0 Apl.-May Rs. 11 4 0 Rdy. „ 9 15 6 „ „ 8 8 6 „ „ 7 1 6 „ „ 5 5 0 „ Rs. 5-12-6 Apl-May.
Quoted at Rs.4,800.	Quoted at Rs.5,200.	No Business done. Business was done in Export Rights at Rs. 5,100.	No Business done. Business was done in Export Rights at Rs. 5,000.	No Business done. Business was done in Export Rights at Rs. 5,450.	No Business done. Export Rights are nominally quoted at Rs. 5,600	No Business done in Export Rights. Prices unchanged.	Nothing doing. There will presumably be no more business in Export Rights as the balance of the opium will be shipped by the Mail leaving here on the 17th December.	No Price quotable.	There will be no more Business in Bombay in Malwa Opium or in Export Rights. The balance of 220 chests Malwa exportable to China during the currentyear went forward by the Mail of 17th December.	There will be no further Business in Bombay.
(November.) £ s. d. 0 15 0 0 14 6 0 15 0 0 15 6 1 0 0 0 14 0 to £0-16-0 0 19 0 0 18 0 0 16 6 0 16 6 0 15 0 0 14 6 0 15 0 0 15 6 Rs. 12 to 15 „ 17	(November.) £ s. d. 0 14 0 0 13 0 0 14 0 0 15 0 1 0 0 0 14 0 to £0-16-0 0 18 0 0 17 0 0 16 0 0 15 6 0 14 0 0 13 0 0 14 0 0 15 0 Rs. 12 to 15 „ 17	(November). £ s. d. 0 12 0 0 11 0 0 12 0 0 12 0 1 0 0 0 14 0 to £0-16-0 1 0 0 0 19 0 0 15 6 0 15 6 0 12 0 0 11 0 0 12 0 0 12 0 Rs. 12 to 15 „ 17	(November). £ s. d. 0 12 0 0 11 0 0 12 0 0 13 0 0 18 0 0 13 0 to £0-15-0 0 17 0 0 16 0 0 14 0 0 14 0 0 12 0 0 11 0 0 12 0 0 13 0 Rs. 12 to 15 „ 17	(December). £ s. d. 0 14 6 0 14 0 0 14 6 0 15 0 1 0 0 0 14 0 to £0-15-0 0 18 0 0 17 0 0 14 0 0 14 6 0 14 0 0 14 6 0 15 0 0 15 6 Rs. 12 to 15 „ 17	(November.) £ s. d. 0 15 0 0 14 6 0 15 0 0 15 6 1 0 0 0-14-0 to 0-15-0 0 17 6 0 16 6 0 14 6 0 14 6 0 15 0 0 14 6 0 15 0 0 15 6 Rs. 12 to 15 „ 17	(December.) £ s. d. .... 1 0 0 0-14-0 to 0-15-0 1 0 0 0 19 0 0 16 0 0 16 0 .... Rs. 12 to 15 „ 17	(December.) £ s. d. .... 1 0 0 0-15-0 to 0-16-0 .... 0 17 0 0 17 0 .... Rs. 12 to 15 „ 17	(January.) £ s. d. 0 15 0 0 14 6 0 15 0 0 15 6 1 0 0 ..... 0 18 6 0 17 0 6 16 0 0 15 0 0 15 0 0 14 6 0 15 0 0 15 6 Rs. 12 to 15 „ 17	(January.) £ s. d. 0 15 0 0 14 6 0 15 0 0 15 6 1 0 0 ..... 0 18 6 0 17 6 0 15 0 0 15 0 0 15 0 0 14 6 0 15 0 0 15 6 Rs. 12 to 15 „ 17	(January.) £ s. d. 0 15 0 0 14 0 0 16 0 0 16 0 ..... 0 18 6 0 17 6 0 15 0 0 15 0 0 13 6 ..... Rs. 12 to 15 „ 17

S. Shanghai. J. Japan.

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